1958 FLEET OWNER DATA BOOK

MARCH · 1958
1 DOLLAR

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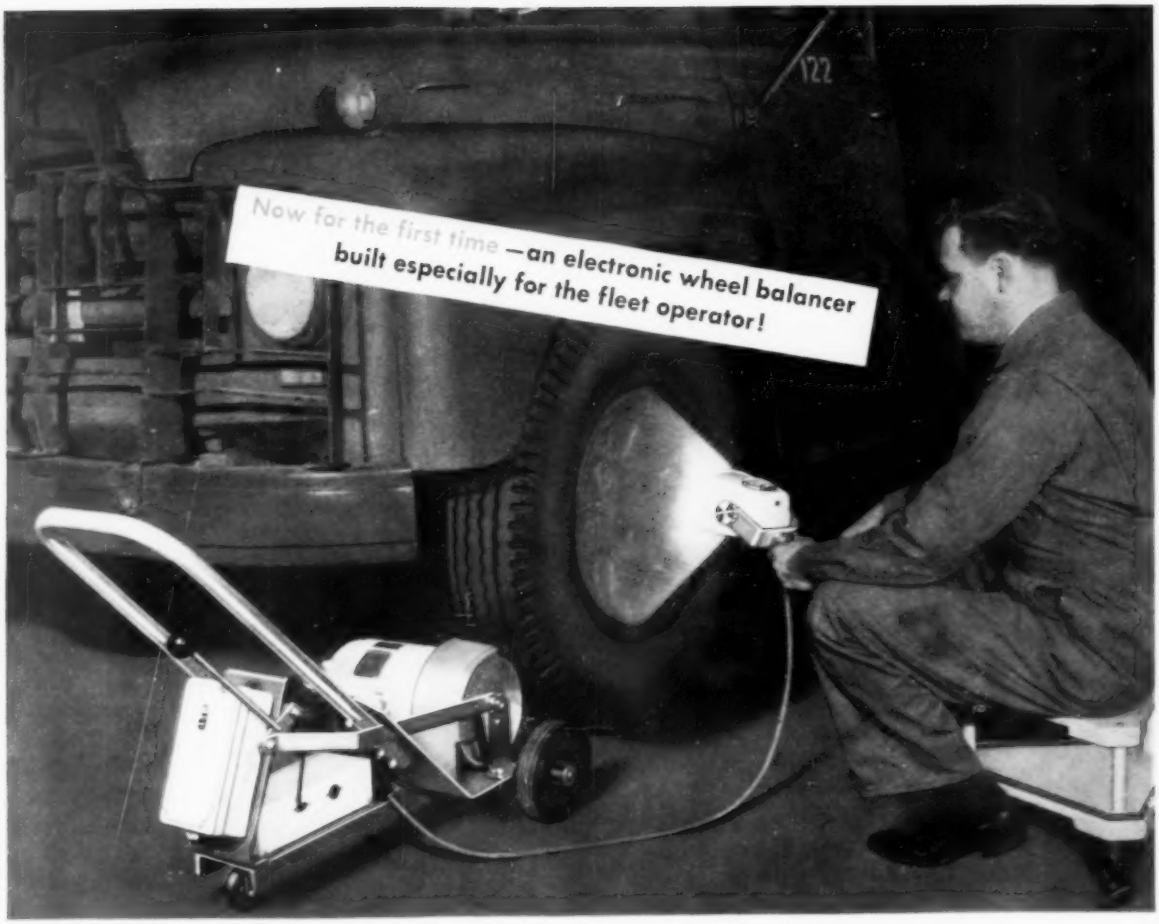

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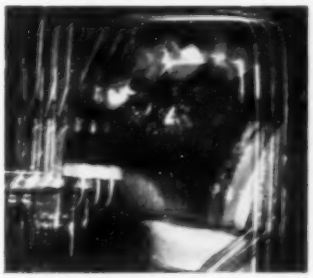
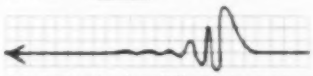


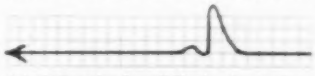
Spring-and-Padding Truck Seat in Action — multiple-exposure photo shows how such seats amplify drags and jars of normal truck operation. Also, how time-lag in spring action bounces driver UP as controls come DOWN. Driver's reflexes attempt constant compensation during run, resulting in cramped muscles, frazzled nerves, weariness and inefficiency. Even the cushions wear out faster!



Actual "Damping Curve" Chart—showing how spring-and-padding truck seat bounces repeatedly after bumps.

AIRFOAM helps drivers, cuts repairs, replacements:

Full-Depth AIRFOAM Truck Seat in Action—multiple-exposure photo shows how over half-a-million fresh-air cushions in each cubic inch of AIRFOAM muffle and absorb drags, jars and jounces. AIRFOAM, being all one piece, also distributes driver's weight, helps him ride with the controls. Result: fresher, happier, more efficient drivers—cushions that don't sag, snag or break down.



Actual "Damping Curve" Chart—showing how AIRFOAM truck seat bounces less and quickly returns to normal after bumps.

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Speed and stop recorder survey — How are fleets using these mechanical watchdogs? What results are they getting? Are there maintenance headaches? All these questions were answered in this new, bigger maintenance survey.

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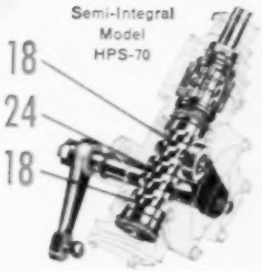
VARIABLE-RATIO STEERING



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▶ **Ross manufactures all three types** of power steering: integral, semi-integral and linkage. And invites discussion of any steering problem, power or manual, variable or fixed ratio.

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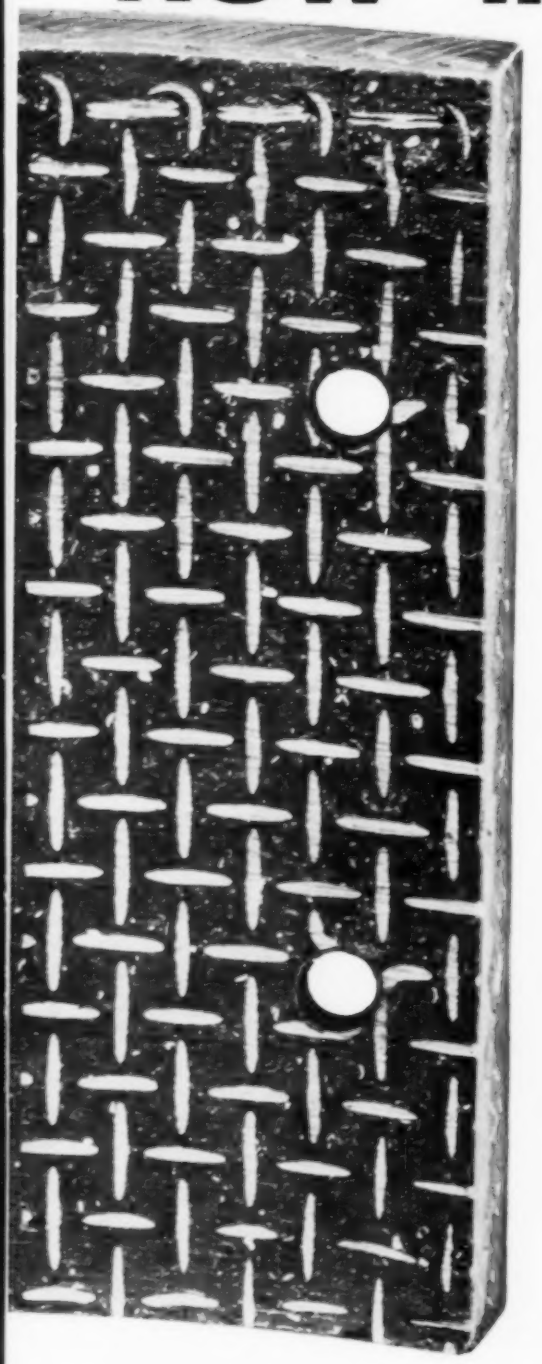

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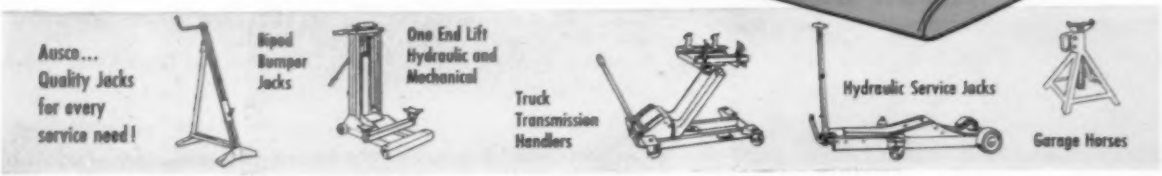

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Heavy Duty Twin Post Lifts are regularly furnished with a wheelbase capacity of 102" minimum and 204" maximum unless otherwise specified. Wheelbase extentions are available to take from 36" minimum up to 306" maximum – or greater, on special order.

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Now the Traction Express gives even more pulling power because of the new Safety Grip tread. Kerfs, or grip blocks, are cut into the husky cleats. The tread has hundreds of gripping edges to defy skidding, give you maximum traction in forward or reverse.

See your B.F.Goodrich dealer today. He has the right tire for your trucking job—the tire that will give you lowest cost per mile. *B.F.Goodrich Tire Co., A Division of The B.F.Goodrich Co., Akron 18, Ohio.*

SOUTHEASTERN TANK LINES reports Traction Express tires give 3 times the mileage of any other tire! They use B.F.Goodrich tires 100%.

BRUCE JOHNSON TRUCKING CO., Charlotte, N.C., tried Traction Express tires, found "they gave 101,400 miles *plus* 3 retreads!"

Specify B.F.Goodrich Tubeless or tube-type tires when ordering new trucks or trailers

B.F.Goodrich Smileage!

Your B.F.Goodrich dealer is listed under Tires in the Yellow Pages of your phone book

Hoffa Changes Teamsters' Course

JIMMY HOFFA IS SITTING HIGH in the driver's seat of the Teamsters Union. From the moment the Federal Court cleared his way to become president of the trucking union, Hoffa took charge—with a flourish. To get a first-hand look at how the Teamsters are going to be run by the controversial Detroit boss, FLEET OWNER went to Miami Beach last month, for the first official meeting of the new Teamster executive board.

Here's how things looked: The 44-year-old labor leader has been fighting a series of substantial legal, labor and Congressional roadblocks to take over the trucking union for many months now. So far he's passed all the tests, but they aren't over by a long shot. But, to date, Hoffa has survived without any apparent damage. As the president of the Teamsters, he's the same intense, aggressive, take-charge guy he was on the way up the trail. He's not relaxing now that he's on top—there seems to be a taut, fist-clenching tightness about him all the time.

This was evident in the one event that could have tossed the stubby, broad-shouldered labor official for a loss at the Miami conferences. Always punctual to the minute for the board's meetings, Hoffa showed up an hour late one day. He had gone to a heart specialist for tests.

When questioned about it, Hoffa fired back a series of wisecracks; he tossed off his doctor's visit with a remark that it was an annual checkup. "And, if you guys don't believe me," he told several reporters, "I'll race anyone here to a 100-yard dash." There were no takers.

What did the doctor tell him? "He told me not to work more than 24 hours a day." If Hoffa was hurting, it wasn't showing.

Hoffa isn't changing himself, but he is changing the way in which the Teamsters Union has been run. He's wiping out many of the programs laid out by his predecessor, Dave Beck, and in fact is almost wiping out Beck himself, so far as the Teamsters are concerned.

Dave Beck's particular pride and joy during his Teamster regime was the union's investment program. He built the Teamster treasury up to $41-million by taking funds out of government bonds, putting them into higher-paying, longer-term investments. But when Hoffa came in, the new boss found the treasury tied up in investments to the point where there was no ready cash for organizing and day-to-day expenses. Hoffa's going back to the less lucrative but more maneuverable system of old.

Beck will be allowed to keep his $50-thousand-a-year expenses but other emoluments he anticipated as retired president are likely to be taken away. Hoffa is making the break with the past—and Beck—as clean as he can.

Hoffa has two other programs in mind for the future. One program is directed at both the public and the rest of organized labor, the other at the internal workings of the 1.4-million member trucking union.

Both are clearly designed to change the impression of Hoffa, the reaction grown out of the revelations of racketeering in the labor movement that resulted in the December expulsion of the Teamsters from the AFL-CIO, the concern expressed by some Teamster officers and members about their new leadership.

He is trying to dispel suspicions outside the Teamsters about his intentions. He'll conduct a clean-up campaign within the Teamsters Union. As a start, he pointedly notes that local trusteeships are being ended. There were 107 in effect last October. Of these, he says 37 now control their own affairs, another 15 are close to home rule. Hoffa has been trustee over 13 himself, says there are only 10 now.

Part two of the campaign is to end business holdings by Teamster officers that conflict with union operations. All Teamsters have been ordered to cancel out any such arrangements. Hoffa himself will have to dispose of his wife's substantial holdings in the Hobren Co.

Inside the trucking union, Hoffa is loosening the reins, at least temporarily. This doesn't apply, however, to the ruling executive board. It does Hoffa's bidding.

But where dissident anti-Hoffa factions have grown up, the Detroiter is sending agents with olive branches. And, on top of it all is the three-man board of monitors assigned by the Federal Court to oversee Teamster operations. While their authority to override Hoffa's policies is questionable, the new president will nevertheless give them kid-glove treatment.

All the moves are designed by the new Teamster president, at least in part, to win acceptance—from his own union, the public and the rest of organized labor. Hoffa's hoping that the new Teamster programs are eventually going to wear down the resistance of the AFL-CIO. He wants to lead the Teamsters back into the federation and purify his union's reputation.

"TTMA research project is on schedule"...

reports

Mr. Harry Eyler

Vice President — Sales

TRAILMOBILE, INC. **Cincinnati, Ohio**

"The joint industry-government project sponsored by TTMA to develop heat value ratings on refrigerated trailers is on schedule and is developing new data of great value, not only to manufacturers, but also to operators and shippers.

"We feel that this testing project with its results in heat value ratings will be a major step forward for our customers—the transportation industry — and a step that will allow them to do a better job for their customers—the shippers.

"With the heavy increase in the use of refrigerated trailers due to more modern methods of packing, shipping and merchandising, this research project is most important in that it contributes to not only a better way of life, but makes available the necessary information and facts so that refrigerated trailers can be properly designed and built for the particular job they are required to do.

"The American Refrigeration Institute has delegated a section known as the Mobile Refrigeration and Air Conditioning section to study and coordinate a testing of refrigeration units so that a standard rating of such units will result. This in turn will tie in with the basic TTMA project.

"The Industry support of the projects has been good and is what one would expect from an aggressive industry."

In the interest of better insulating practices, Gustin-Bacon has for years been developing insulation performance data for the benefit of shippers, body builders and fleet owners. These data, based on both laboratory and operational tests, center around Ultralite, the original lightweight textile-type glass fiber insulation for the transportation industry. Over-the-road tests, as well as accelerated weathering tests in the laboratory, bear out Ultralite's unique ability to remain in place and retain its high thermal efficiency over the years. Test results help explain why Ultralite has been specified and installed in more truck trailers than any other body insulation of any type since Ultralite's introduction to the industry in 1945.

GUSTIN-BACON MANUFACTURING CO.

246 W. 10th St. Kansas City, Missouri

Thermal and acoustical glass fiber insulations • Pipe couplings and fittings • Molded glass fiber pipe insulation

Aeroquip
CARGO CONTROL

Cuts Cargo Damage On Everything

from Bakery Trucks

Ralphs Grocery Co. needed extra heavy-duty equipment to secure stacks of loaded bread trays in transit. General Logistics recommended its aluminum aircraft track and aircraft cargo ring fittings with strength up to 5000 lbs.

To Satellite Tracking Camera

To move the earth satellite tracking camera 816 miles, Bekins Van Lines Company secured all parts with heavy-duty (up to 3500 lbs.) Tension-Locking WEBLOCK Strap Assemblies that tighten with a pull . . . release with fingertip pressure.

General Logistics Truck Cargo Control System is simple, versatile. Steel or aluminum notched track is installed inside truck or trailer. TRACKLOCK end fittings attach WEBLOCK Strap Assemblies . . . spring-loaded end fittings attach steel shoring bars . . . quickly, easily.

WEBLOCK and TRACKLOCK are Aeroquip Trademarks

General LOGISTICS
A DIVISION OF Aeroquip CORPORATION

P. O. Box 1071-M, Pasadena, Calif. FO-3
Please send information on Aeroquip Cargo Control System.
NAME
TITLE
COMPANY
ADDRESS
CITY STATE

284 New Buses Delivered in January

BASED ON MONTHLY REPORTS from the manufacturers, this list is as complete as we can make it. But not all manufacturers report regularly, so we can't claim to be 100% complete. *Note: The two final digits indicate seating capacity.*

Atlantic Transit System, Inc. (Ga.)
21 GMC—TDH-4512—45

Atlantic Stages, Inc. (Ga.)
2 GMC—PD-4101—41

B. E. Q. Inc. (N. Y.)
10 GMC—TDH-4512—45

Buffalo Transit Co., Inc. (N. Y.)
4 GMC—TDH-5106—51

City Bus Co. (Okla.)
15 GMC—TDH-4512—45

City of St. Petersburg (Fla.)
5 Southern—S-45-DHL—45

Continental Bus System, Inc. (Tex.)
6 GMC—PD-4104—41

Continental Crescent Lines, Inc. (La.)
4 GMC—PD-4104—41

Continental Tennessee Lines, Inc. (La.)
2 GMC—PD-4104—41

Crown Coach Co. (Mo.)
4 GMC—PD-4104—41

Deere Bros. (Pa.)
1 GMC—TDH-4512—45

Delaware Coach Co. (Del.)
1 GMC—TDH-4512—45

Eastern Greyhound Lines (Ohio)
45 GMC—PD-4104—41

Ferguson Broadway Bus Lines, Inc. (Mo.)
2 GMC—TDH-4512—45

Garfield Heights Coach Line, Inc. (Ohio)
1 GMC—TDH-5105—51

Harrisburg Railways Co. (Pa.)
5 GMC—TDH-4512—45

Hudson Bus Lines (Mass.)
1 GMC—TDH-4512—45

Intercity Transit Lines, Inc. (N. Mex.)
1 Flxible—218GM1-58-29IC-AC—29

Jamestown Motor Bus Transportation Co. (N. Y.)
6 GMC—TDH-4512—45

Junction City Transit Lines, Co., Inc. (The (Kan.)
1 GMC—TDH-4512—45

Kerrville Bus Co., Inc. (Tex.)
7 GMC—PD-4104—41

Lynnfield Community, Inc. (Mass.)
1 GMC—TDH-4512—45

Nashville Transit Co. (Tenn.)
10 GMC—TDH-4512—45

Oklahoma Transportation Co., Inc. (Okla.)
5 GMC—PD-4104—41

Orange Belt Stages (Calif.)
1 GMC—PD-4104—41

Oriole Motor Coach Lines, Inc. (Pa.)
1 GMC—TDH-4512—45

Policastro, Ltd., John A. (N. J.)
1 GMC—TDH-4512—45

Queen City Coach Co. (N. C.)
5 GMC—PD-4104—41

Raleigh City Coach Lines (N. C.)
35 GMC—TDH-4512—45

Shreveport Transit Co., Inc. (La.)
3 GMC—TDH-4512—45

Southern Stages, Inc. (Ga.)
2 GMC—PD-4104—41

Suburban Lines, Inc. (Ind.)
1 GMC—TDH-4512—45

Suburban Transit System, Inc. (Ill.)
1 GMC—TDH-5105—51

Tamiami Trail Tours, Inc. (Fla.)
10 GMC—PD-4104—41

Texas, New Mexico & Oklahoma Coaches, Inc. (Tex.)
1 GMC—PD-4104—41

Transcontinental Bus System, Inc. (Tex.)
7 GMC—PD-4104—41

Trenton Transit (N. J.)
9 GMC—TDH-4512—45

Western Greyhound Lines (Calif.)
24 GMC—PD-4104—41

MISCELLANEOUS DELIVERIES

Dixieland Tours (La.)
1 Flxible—218WA6-58-33SU-AC—33

Robbins Charter Service (N. Y.)
1 Flxible—218WA1-58-29IC—29

Shell Oil Co. (Tex.)
2 GMC—TDH-5106—51

Smoky Mountain Tours Co. (N. C.)
1 Flxible—146WA6-57-25SS—25

FOREIGN DELIVERIES

GMC Foreign Distributors Div. (N. Y.)
6 GMC—PD-4104—41

Quebec-Auto Bus Limited (Can.)
8 GMC—TDH-4512—45

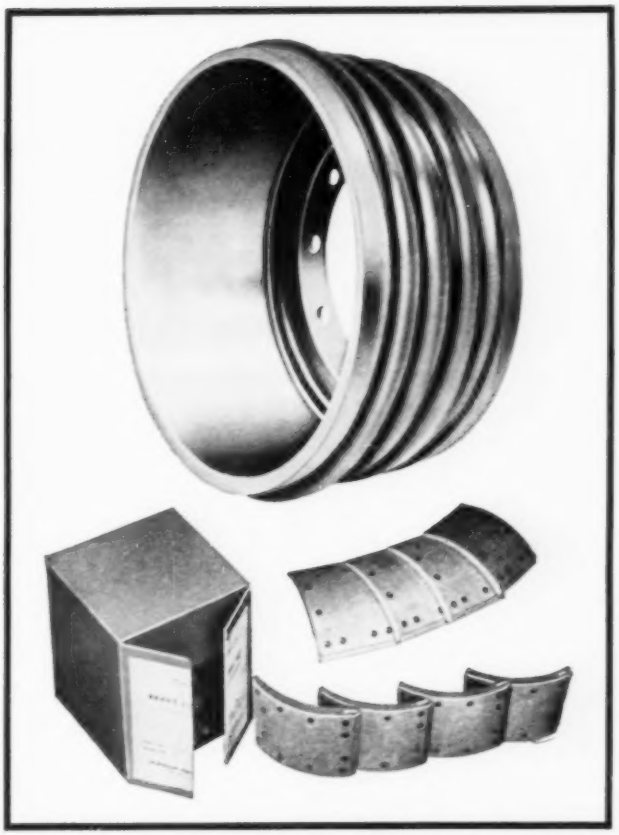
Sydney & Whitney Pier Bus Service Ltd. (Can.)
2 GMC—TDH-4512—45

Toronto Transit Commission (Can.)
2 GMC—TDH-5105—51

Total reported for 1958: 284

FRUEHAUF Can Reduce Your Fleet Maintenance and Safety Costs

All-time low in parts prices and all-time high in thoroughness assure your economical compliance with I.C.C. safety regulations



Fruehauf prices for operating parts, because of ever-growing volume, are now at an all time low, while traditional Fruehauf quality and dependability continue to grow.

CONSERVE DOLLARS AND TIME—to say nothing of worry and responsibility—by placing your problem of I.C.C. compliance in Fruehauf's capable hands.

Your nearby Fruehauf Branch has every modern facility for the biggest or smallest Trailer repair or maintenance job, from rebuilding and conversions through painting and aluminum brightening. Further, convenient terms are available on major service jobs if needed.

Fruehauf prices are at an all-time low on operating parts such as brakes, signals, horns, bearings, and flares, useable with *all* makes of Trailers. Stocks in all Branches are always *current*—because you can't delay safety till later.

Your *entire* fleet maintenance problem can be put safely in Fruehauf's hands if you desire. Fruehauf offers low-cost inspecting and year-round, comprehensive service on *all units* in your fleet at *all points* on your route. Even tractor inspection and cab repairs are included in such arrangements—assuring you of full I.C.C. compliance, minimum down-time, and steadier fleet earnings.

Send for more detailed facts on dollar-saving Fruehauf service and maintenance plans *before* needless, costly expenses develop.

FOR FORTY-FOUR YEARS—MORE FRUEHAUF TRAILERS ON THE ROAD THAN ANY OTHER MAKE!

FRUEHAUF
Parts and Service

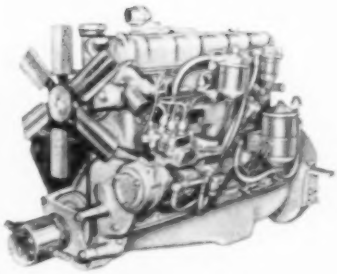
World's Largest Builder of Truck-Trailers
FRUEHAUF TRAILER COMPANY
10940 Harper Avenue • Detroit 32, Michigan

SEND FULL DETAILS ON FRUEHAUF YEAR-ROUND MAINTENANCE AND INSPECTION PLANS.

NAME _____
COMPANY _____
ADDRESS _____
CITY _____ STATE _____

ALLIS-CHALMERS YEARS-AHEAD DESIGN WITH

DO MORE POWER



"They're brutes for punishment," is one comment on the Allis-Chalmers lift trucks operating in the Michigan Screw Products plant, Center Line, Mich. "We used to replace an engine a year — haven't replaced any in the Allis-Chalmers trucks."

. . . gives you "Do-More" lift truck performance

It takes a heavy-duty *industrial* engine — one that develops tough "hang-on" torque — to do a really good job in a fork truck. Allis-Chalmers *Do-More* engines have it!

That's why the Allis-Chalmers fork truck engine is unique in the industry today. It is a real heavy-duty engine with high, yet comparatively even torque . . . one that delivers the most power at normal working speeds. Under your operating conditions you'll find that *Do-More Power* does more work — and lasts longer.

This *Do-More Power*, plus many years-ahead truck features, gives you the "Do-More" lift truck performance you want. Send for literature or ask your Allis-Chalmers material handling dealer for a demonstration.

Allis-Chalmers, Engine-Material Handling Division, Milwaukee 1, Wisconsin.

ALLIS-CHALMERS

BH-65

It's like money in the bank

Follow Goodyear's Fleet Battery Maintenance Plan — and cut battery costs

Battery failures that needn't happen can be a mighty expensive item in your budget.

How to prevent them? Here's a tried and tested method that's used effectively by many big fleet operators. Called the Goodyear Fleet Battery Maintenance Plan, it doesn't cost you a cent — yet it can save you a bagful of money on battery replacements.

The reason? The Plan checks Battery Enemy Number One — *improper voltage regulation*. Here's how it works.

At each watering, batteries are load-tested with the Goodyear All-Purpose Tester (illustrated above) for state of charge—and all findings are recorded on a Fleet Battery Record Card — one for each battery.

Whenever findings depart significantly from the heavy green stripe on the Record Card, you know voltage is too high or too low and needs prompt adjustment.

By spending less than two minutes a week per battery, you get longer battery life, longer electrical system service — and fewer road delays.

And the savings continue to grow when you use this plan with Goodyear Heavy-Duty Truck and Bus or Diesel-type batteries. Mail the coupon for the whole story today.

Goodyear, Battery Department, Akron 16, Ohio.

60 GOODYEAR

THE GREATEST NAME IN RUBBER

Watch "Goodyear Theater" on TV—every other Monday, 9:30 P.M., E.S.T.

SEND FOR FREE MONEYSAVING BOOKLET NOW!

THE GOODYEAR TIRE & RUBBER COMPANY
Dept. O-7913, Akron 16, Ohio

Please send me a copy of the Goodyear Fleet Battery Maintenance Manual.

Name .....

Firm .....

Street Address .....

City ..... Zone ..... State .....

Number of trucks in fleet .....

Coming Events for Fleetmen . . .

IF YOU'RE RUNNING a meeting and want others to attend, send a notice to Coming Events Editor, FLEET OWNER, 330 W. 42nd St., New York 36, N.Y.

A suggestion if you expect to attend a meeting listed below: Some times there are last-minute changes in date or location that we cannot publish. So it's wise to check with association or convention secretaries before you make your final plans.

MARCH 1958

4-6 SAE National Passenger Car, Body and Materials Meeting, Sheraton-Cadillac Hotel, Detroit, Mich.

6-8 Mississippi Valley Highway Officials, Edgewater Beach Hotel, Chicago, Ill.

17-19 Fifth Annual Western Safety Congress and Exhibits, Ambassador Hotel, Los Angeles, Calif.

20-22 Colorado Motor Carriers Assn., Annual Meeting, Hotel Broadmoor, Colorado Springs, Colo.

20-23 National Truck Leasing System, Spring Executive Conference, El Mirador Hotel, Palm Springs, Calif.

24-26 Seventh Annual Motor Vehicle Maintenance Conference, University of Washington, Seattle 5, Wash.

APRIL 1958

2-3 New England Bus Assn., Annual Meeting, Sheraton-Biltmore Hotel, Providence, Rhode Island.

5-13 International Automotive Show, New York Coliseum, New York, N. Y.

13-16 Customer Relations Council Annual Spring Meeting, Balmoral Hotel, Miami Beach, Fla.

14-17 American Society of Mechanical Engineers, Annual Design Engineering Show, International Amphitheatre, Chicago, Ill.

15-17 Annual American Welding Society Show, Kiel Auditorium, St. Louis.

18-20 New Jersey Motor Truck Assn, 4th Annual Convention, Hotel Berkeley-Carteret, Asbury Park, N. J.

21-26 American Industrial Hygiene Assn. Meeting, Claridge Hotel, Atlantic City, N. J.

27-30 United States Chamber of Commerce, 46th Annual Meeting, Hotel Reservation Office, 1616 K Street, N. W., Washington, D. C.

27-May 2 National Tank Truck Carriers Annual Convention, Boca Raton Hotel, Boca Raton, Fla.

MAY 1958

4-8 The Operations Council (ATA) Spring Meeting, Jung Hotel, New Orleans, La.

6-8 Seventh Highway Transportation Congress, Hotel Mayflower, Washington, D. C.

13-16 Council of Safety Supervisors Annual Meeting, Hotel Cleveland, Cleveland, Ohio.

15-18 National Truck, Trailer and Equipment Show, Great Western Exhibit Building, Los Angeles, Calif.

18-22 National Accounting & Finance Council Annual Meeting, Statler-Hilton Hotel, Dallas, Texas.

19-21 National Parking Assn. Convention, Roosevelt Hotel, N. Y.

JUNE 1958

3-5 National Parking Assn. Meeting, Sheraton Cadillac Hotel, Detroit.

5-8 Pennsylvania Bus Assn. Annual Convention, Bedford Springs Hotel, Bedford Springs, Pa.

9-12 National Materials Handling Exposition, Public Auditorium, Cleveland, Ohio.

9-12 American Society of Mechanical Engineers, National Conference on Materials Handling, Public Auditorium, Cleveland, Ohio.

11-13 Regular Common Carrier Conference, Board of Governors Meeting, Wentworth-by-the-Sea, Portsmouth, N. H.

17-18 North Carolina Bus Assn, Annual Convention, Robert E. Lee Hotel, Winston-Salem, N. C.

20-21 Pennsylvania Motor Trucking Assn. Annual Membership Meeting, Penn Harris Hotel, Harrisburg, Penn.

. . . And Training Courses

Courses for management, supervisors and maintenance men—here's where you'll find the time and the place.

MARCH 1958

3-7 Maintenance Course, Ontario Safety League, Toronto, Can.

3-7 Fleet Supervisor Course, University of Nebraska, Lincoln, Neb.

3-21 Traffic engineers seminar, Traffic Institute, Northwestern University, Evanston, Ill.

5 Efficient Terminal Management Course, University of Kansas, Kansas City, Kan.

9-12 Twelfth Annual North Carolina Safety School, North Carolina State College, Raleigh, N. C.

10-14 Maintenance Course, University of Florida, Gainesville, Fla.

12 Efficient Terminal Management Course, University of Kansas, Kansas City.

17-21 Maintenance Course, Montana Motor Transport Assoc., Billings, Mont.

17-21 Fleet Supervisor Course, University of Oklahoma, Norman, Okla.

19 Efficient Terminal Management Course, University of Kansas, Kansas City.

23-28 Executive Training Course, New York University, New York, N. Y.

24-28 Fleet Supervisor Course, University of Maryland, College Park, Md.

24-25 Fleet Supervisor Course, University of California, Los Angeles, Calif.

24-April 18 Truck Driver Training School, North Carolina State College, Raleigh, N. C.

26-28 Maintenance Course, University of California, Los Angeles, Calif.

CANCER'S SEVEN DANGER SIGNALS

1 Unusual bleeding or discharge
2 A lump or thickening in the breast or elsewhere
3 A sore that does not heal
4 Change in bowel or bladder habits
5 Hoarseness or cough
6 Indigestion or difficulty in swallowing
7 Change in a wart or mole

If your signal lasts longer than two weeks, go to your doctor to learn if it means cancer.

AMERICAN CANCER SOCIETY

31-April 4 Maintenance Course, University of California, Richmond, Calif.

31-April 1 Fleet Supervisor Course, University of California, Berkeley, Calif.

31-April 1 Motor Vehicle Fleet Supervisors Training Conference, Institute of Transportation and Traffic, Engineering, University of California, Los Angeles, Calif.

APRIL 1958

2-4 Maintenance Course, University of California, Richmond, Calif.

7-11 Fleet Supervisor Course, Oregon State College, Portland, Oregon.

14-18 Fleet Supervisor Course, University of Washington, Seattle, Wash.

21-25 Fleet Supervisor Course, Northeastern University, Boston, Mass.

21-25 Trainers of Commercial Drivers Course, Ontario Safety League, Toronto, Can.

21-May 16 Truck Driver Training School, North Carolina State College, Raleigh, N. C.

22 Maintenance Course, University of Kansas, Lawrence, Kan.

28-May 3 Maintenance Course Pennsylvania State University, University Park, Pa.

30-May 1 Advanced Techniques Conference, Pennsylvania State University, University Park, Pa.

MAY 1958

5-16 Traffic Officers Training School, Pennsylvania State University, University Park, Pa.

14-15 Motor Fleet Supervisor Training Workshop in Advanced Technique, Pennsylvania State University, University Park, Pa.

19-23 Safety Management Techniques Training Course. For information, write to: National Safety Council, 425 N. Michigan Ave, Chicago 11, Ill.

19-June 13 Truck Drivers Training School, North Carolina State College, Raleigh, N. C.

20-22 Trainers of Commercial Drivers Course, University of Kansas, Lawrence, Kan.

21 Top Management Conference, Purdue University, Lafayette, Ind.

JUNE 1958

2-6 Fleet Supervisor Course, Northwestern University, Evanston, Ill.

5-6 Top Management Conference, Pennsylvania State University, University Park, Pa.

Jim Miller, Shepherd Machinery Co.'s General Service Manager, administrates one of the country's largest and most modern heavy equipment repair facilities.

SHEPHERD MACHINERY SAYS:

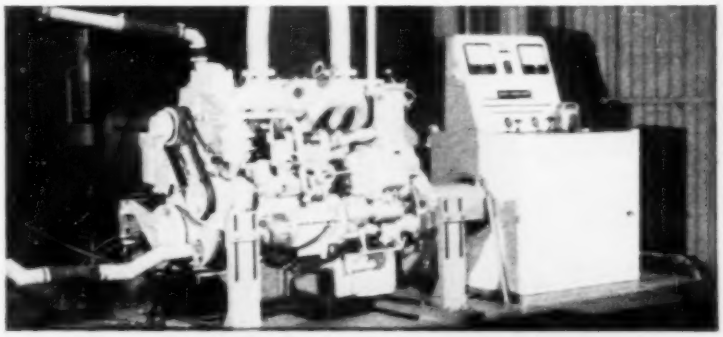
"With our Clayton Dynamometer we deliver better engine performance... happier customer service– at greater profit!"

Keeping customers happy and coming back to the same place to do business is essential to Jim Miller, General Service Manager of the Shepherd Machinery Company, located in Los Angeles ... one of the nation's largest dealers in construction machinery, industrial and marine engines.

"With our Clayton Engine Dynamometer – which we purchased in June 1953 – we are certain that we're making available to our customers the highest possible standards of service, and at a profit to us.

"A Dynamometer offers many advantages," states Jim Miller, "but most important to us has been the ability to run-in and accurately test all rebuilt engines ... This has practically eliminated costly warranty field service trips and, of course, vastly improved customer confidence in our workmanship ... This alone means thousands of dollars a year to any engine distributor."

Let a Clayton representative show you how a Clayton Dynamometer will pay for itself out of savings alone.



FEATURES OF CLAYTON DYNAMOMETERS

- **Designed and built for "running-in" rebuilt gasoline and diesel engines.**
- **Gives complete on the road or job performance data in terms of horsepower or torque and RPM.**
- **Torque loads are maintained indefinitely or changed at will to fully test any engine.**
- **Engine adjustments on the stand are simple to make.**
- **All models handle either right or left hand rotation.**

Sirs: Please send us more information on the complete line of Clayton Dynamometers without any obligation to us.

NAME _____ COMPANY _____

ADDRESS _____ CITY _____ STATE _____

OUR BUSINESS IS _____ We handle _____ engine repair jobs a week.

Send to: **Clayton MANUFACTURING COMPANY**

422 N. Temple City Blvd., El Monte, California

before you buy, see Highway "Hi-T"

Hi-T" by Highway–see it before you buy

see Highway "Hi-T" before you buy

before you buy, see Highway "Hi-T"

Hi-T" by Highway–see it before you buy

see Highway "Hi-T" before you buy

before you buy, see Highway "Hi-T"

"Hi-T" is here!

Now Highway Trailer gives you a tremendous bonus in payload, cube capacity, operating profits, and low maintenance *at no increase in price!*

Before you buy trailers in 1958, listen to the high profits story on the new Highway "Hi-T"!

Your Highway Trailer distributor has the story now! Call, write or wire

HIGHWAY TRAILER COMPANY

Headquarters: Edgerton, Wisconsin

HIGHWAY

© 1958 Highway Trailer Co.

"Hi-T" by Highway–see it before you buy

5 Questions to Check Spark Plug IQ

Check these questions to see if you share a few common misconceptions about spark plugs. Answers are based on studies by the Champion Spark Plug Co. of Toledo.

Question 1:

Does a hot spark plug give a "hotter" spark? There is no connection between heat range and intensity of spark. "Hot" and "cold" refers only to relative operating temperatures of insulator firing end.

A hot plug retains heat, thus running hotter, and tends to burn away fouling deposits which form under light service conditions. A cold plug helps eliminate overheating or pre-ignition when operating under heavy loads and at high speeds.

Question 2:

Does abrasive plug cleaning remove protective glaze? When properly done, it will remove only foreign deposits and not harm plugs. Glaze has not been used on firing ends since the early 20's when leaded fuels were introduced.

Question 3:

Do premium fuels cause plug fouling? Long periods of slow city driving usually cause deposit formation resulting in shorting and misfire.

New high-powered engines require more frequent plug cleaning because they use less of their available power at low rpm. Plugs run too cold at low speeds.

Question 4:

Should plugs fire up to a pressure corresponding to engine compression, when testing them in a service unit comparator? Engine compression has no direct relation to quench pressure in a bench test. Three of the variables which offset this factor include:

- Wider plug gap which will quench at lower air pressure
- Possible low-voltage output of the tester
- Lowered line voltage to tester, as when compressor is running.

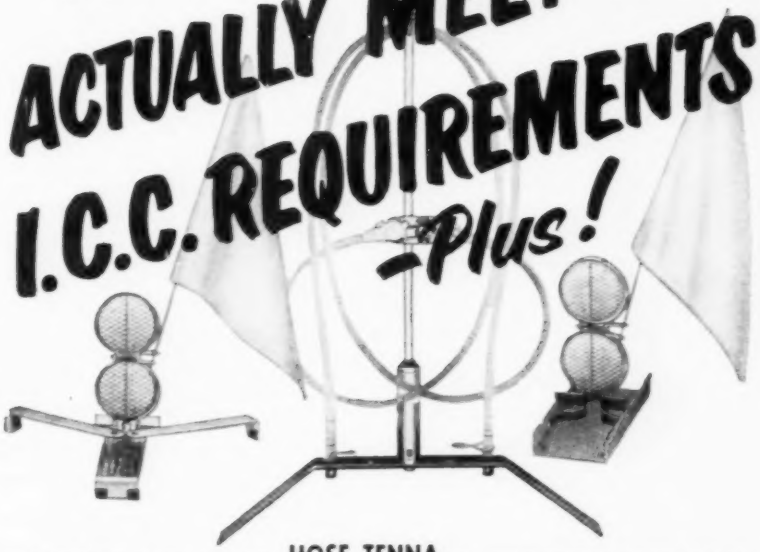
To overcome these, determine 100% sparking efficiency with a new plug of the same type and gap as the old one. Set movable dial of comparator to this point. Relative efficiency can be measured against this norm. Never try to check a plug until it has been cleaned, filed and gap has been set.

Question 5:

Are "ribs" on the insulator of a spark plug for cooling? These rigs are to make it more difficult for current to "flashover" the plug when it is wet or dirty.

INDISPENSABLE for Highway SAFETY

THESE THREE ACTUALLY MEET ALL I.C.C. REQUIREMENTS -Plus!



REFLECTOR VARI-FLARE MODEL "F"*
Standard of the Highways

HOSE-TENNA...
Takes Full Charge of Hoses and Cables
ENDS HOSE CHAFING

REFLECTOR VARI-FLARE MODEL "G"*
Most for Your Money

Preferred for All Trucks . . .

OPERATORS SAY THEY PAY . . .
SERVICE MEN SAY THEY SAVE . . .

*Vari-Flares . . . A Safety "MUST" for Automobiles

Manufactured by

VARI-PRODUCTS CO.

2450 S. PRAIRIE AVENUE, CHICAGO 16, ILLINOIS

Only CHAMPION offers Know-How" to cut

Champion's new "Plug-Master" wrench cuts costs by making any plug job easier.

EXCLUSIVE TECHNICAL HELP: Technically trained Champion representatives bring "personalized know-how" to your fleet—know-how accumulated while helping fleet owners like yourself get top ignition performance under all operating conditions. And remember—every Champion representative is backed by the world's largest research and engineering organization devoted exclusively to spark plugs. If you're interested in getting better spark plug performance while cutting maintenance costs, ask your Champion representative to call. If you haven't met him, ask your Champion supplier to have him visit you.

EXCLUSIVE PRODUCT FEATURES:

Champion's exclusive 5-rib insulator, based on the principle of high tension power line insulators, reduces the danger of flashover shorting—helps you get fast, sure starts in all kinds of weather. You'll find that expensive batteries last longer, too. This is one more case of Champion know-how cutting your spark plug costs.

CHAMPION SPARK PLUG

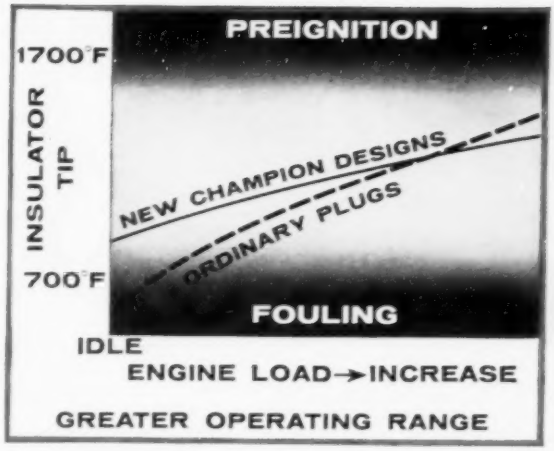
you this "Personalized spark plug costs

"PLUG-MASTER"
Flex-handle ratchet wrench

Developed by Champion Service Engineers, this remarkable new wrench can greatly reduce time and labor costs when removing and installing spark plugs that are in hard-to-reach locations.

A flexible adjustment permits 30° travel in either direction, with controlled tension at the flex joint holding the handle at the desired angle. The full 12-tooth ratchet engagement requires only 6° handle travel for next bite. Ratchet easily reversible with positive locking action. Swivel joint designed to withstand highest spark plug removal torques. Popular 3/8" square drive fits most standard sockets and extensions.

Available for only $4.25 with any one of four assortments of 50 Champion Spark Plugs. See your regular Champion supplier.



WIDER OPERATING RANGE:

This graph (above) shows how new Champion plug designs give you wider operating range. Hotter in the low power range to fight fouling, Champions run cooler at peak engine loads—giving greater protection against preignition. This is another example of how Champion know-how produces spark plugs that perform equally well in stop-and-go city driving or cross-country trips.

SPECIFIC ENGINE DESIGN:

Champion know-how has designed spark plugs that deliver maximum performance in any engine—whatever its make or model. These Champions cut operating costs by giving your fleet the longest possible spark plug life. Why not make your fleet 100% Champions?

Dependable 5-rib
CHAMPION
SPARK PLUGS

COMPANY · TOLEDO 1, OHIO

BUILT TO OUTLAST ANY TRUCK TIRE ON THE ROAD!

From Rugged Tests on the "Devil's Causeway" and over Highways of America the

ALLSTATE EXPRESS CARGO

proves it's second to None!

"The Devil's Causeway" is a 340 mile desert highway, seared by the blazing Texas sun that pushes temperatures upwards of 100 degrees. Here at San Antonio, Texas, the ALLSTATE Express Cargo is driven millions of punishing miles at high speeds and at constant overloads to prove the Express Cargo is Built to Outlast Any Truck Tire on the Road! Inquire at Sears today about the many fine ALLSTATE truck tires that prove themselves on the highways of America that they are second to none in Quality and Performance.

SEARS ROEBUCK AND CO.

ALLSTATE

SEARS, ROEBUCK AND CO.

Sales and Service in over 700 Retail Stores

STATE LAWS MAY DIFFER

but one thing is certain:

Signal-Stat

is the recognized standard for compliance as well as quality! performance! value!

Class A—Type 1 Directional Signals ■ Switches ■ Flashers ■ Stop & Tail Lamps ■ Clearance, Marker, Identification, Emergency Warning & Utility Lamps.

Signal-Stat

Always creating—never imitating

Signal-Stat Corporation, 523-539 Kent Avenue
Brooklyn 11, N. Y.

Safety Equipment State-by-State

Maybe your vehicles are in complete compliance with your state laws on safety equipment. But the minute they cross a border, you could be in trouble. The fact is, almost every state in the nation has different laws.

This puts you in a tough spot . . .

. . . as an operator. Possibly a few years back you went to the trouble of rounding up all the information you could get on what the different states required. Or, if you received last year's Data Book, you checked yourself out on the laws in effect at that time. But how are you going to keep up with new legislation? It's simple if you'll just turn to the next page.

You'll find an up-to-date listing . . .

. . . of all the present requirements you have to satisfy. Easy-to-read summaries of state requirements cover windshield wipers, defrosters, fire extinguishers, flares, warning flags, warning markers on projecting loads, reflectors and all types of lights with one exception. Complicated turn signal regulations called for a listing of their own. See section 2.

This section begins on next page

Safety Equipment: An Up-to-Date

Here's the easy way to get at what the regulations in your state really mean. This revised summary of rulings on windshield wipers, defrosters, flares, fire extinguishers, warning markers, and lights will fill you in on what your fleet needs to stay out of trouble. For turn signal laws, see Section 2 on p 81.

Alabama

Head lamps: Two; white or amber. Must be approved.
Tail lamps: One; red. Either this or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or yellow. Must be approved.
Rear reflectors: Two; red.
Clearance lamps: Four; front white and rear red.
Side reflectors: Four; front amber and rear red.
Rearview mirror: One.
Windshield wiper: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved.
Reflector flares: Three; red. Must be approved; or
Fusees: Three; red.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Arizona

Head lamps: Two; white or amber. Must be approved.
Tail lamps: One; red. Either this or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or yellow. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved.
Sidemarker lamps: Four; front amber and rear red. Must be approved.
Side reflectors: Two; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; or
Electric flares: Three; red; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning time.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Arkansas

Head lamps: Two; green or red light must not be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Either this or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or yellow. Must be approved.
Rear reflectors: One; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Two; front green and rear red. Must be approved.
Sidemarker lamps: Four; front green and rear red. Reflectors may be substituted. Must be approved.
Identification lamps: Three; front green and rear red. Must be approved.
Side reflectors: Four; front green and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Required, but no specifications.
Projecting load warnings: One light and flag 16-in. sq.

California

Head lamps: Two; white or amber. Must be approved.
Tail lamps: One red (two on three-axle trucks and truck-tractors, vehicle combinations, and new vehicles registered after January 1, 1958). Either this or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One, amber or red (two on new vehicles registered after January 1, 1958). May be incorporated in tail lamps. Must be approved.
Rear reflectors: One or two (one may be part of tail lamp); red. Must be approved.
Clearance lamps: Four; front amber and rear amber or red. Must be approved.
Rearview mirror: One.
Windshield wipers: One. However, vehicles manufactured after Dec. 31, 1949 must have double wipers.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Two; or
Electric flares: Two; red; or
Reflector flares: Two; red. Must be approved.
Projecting load warnings: Two lights and 16-in. sq. flags.

Colorado

Head lamps: Two; no red lights must be visible from in front of vehicle. Must be approved.
Tail lamps: One red (two on registered new vehicles other than truck tractors after January 1, 1958). Either this or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One, red or amber (two on registered new vehicles other than truck-tractors after January 1, 1958). May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two (one may be part of tail lamp); red. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved.
Sidemarker lamps: Four; front amber and rear red. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 20-min. burning time.
Red cloth flags: Three; size not specified.
Projecting load warnings: One light and 12-in. sq. flag.

Connecticut

Head lamps: Two; white, amber or yellow. Must be approved.
Tail lamps: One; red. Either this or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red. Two yellow stop lamps required on all buses. Semaphores required on school buses. Must be approved.
Rear reflectors: One or two (one may be part of tail lamp); amber or red and white. Must be approved.
Clearance lamps: Four; front amber or white and rear amber or red and white. Every vehicle 72-in. or more wide must have two amber or clear front, and two amber, clear or red rear reflectors. Clearance lamps may

Look at State Requirements

be substituted. Reflectors must be approved. Clearance lamps need not be approved.

Identification lamps: Two; none required in rear. On interstate buses—green lights adjacent to destination signs or near upper corners. On intrastate buses—purple lights in same locations.

Side reflectors: Four; front amber or white and rear white, red or amber. Must be approved.

Rearview mirror: One.

Windshield wipers: One.

Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.

Fire extinguishers: One.

Liquid burning flares: Three; reflectors may be used when vehicle has acetylene lamps. Must be approved.

Electric flares: See liquid burning flares.

Reflector flares: See liquid burning flares.

Fusees: Three; red. Reflectors may be used when vehicle has acetylene lamps. No burning time specified for fusees.

Projecting load warnings: One light and flag, size not specified.

Delaware

Head lamps: Two; no red light must be visible from in front of vehicle.

Tail lamps: One; two on all new vehicles other than truck tractors after July 1, 1956. Red; tail lamp or separate lamp shall illuminate rear license plate with white light.

Stop lamps: One; red or amber.

Rear reflectors: Two on new vehicles; red. May be incorporated in tail lamp.

Clearance lamps: Four (two on truck-tractors); front amber and rear red. Clearance and marker lamps may be in combination.

Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.

Side reflectors: Four; front amber and rear red.

Rearview mirror: One.

Windshield wipers: One.

Projecting load warnings: One light and flag 12-in. sq.

District of Columbia

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.

Tail lamps: One red (two on all new vehicles other than truck-tractors after September 15, 1955). This or separate lamp shall illuminate rear license plate with white light. Must be approved.

Stop lamps: One; red or yellow. May be incorporated in tail lamp. Must be approved.

Rear reflectors: Two; red. Must be approved.

Clearance lamps: Four (two on truck-tractors) front amber and rear red. (May be in combination with marker lamps). Must be approved.

Sidemarker lamps: Four (may be in combination with clearance lamps); front amber and rear red. Must be approved.

Side reflectors: Four; front amber and rear red. Must be approved.

Rearview mirror: One or two.

Windshield wipers: Two.

Fire extinguishers: One.

Projecting load warnings: One light and one flag 12-in. sq.

Florida

Head lamps: Two; no red light must be visible from in front of vehicle.

Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light.

Continued on next page

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WORLD LEADER IN HONING ACCURACY

Safety Equipment . .

Continued from page 29

Stop lamps: One; red or yellow. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red.
Clearance lamps: Four (two on truck-tractors) front amber and rear red. (may be in combination with marker lamps.)
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.
Side reflectors: Four; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Detrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire Extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red.
Fusees: Three; red; 15-min. burning time.
Red cloth flags: Two, 12-in. sq.
Projecting load warnings: One light and flag 16-in. sq.

Georgia

Head lamps: Two.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light.
Stop lamps: One; amber or red.
Rear reflectors: Two; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Four (two on truck-tractors) front amber and rear red. (may be in combination with marker lamps.) Must be approved.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Four; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Detrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; or
Electric flares: Three; red; or
Reflector flares: Three; red.
Fusees: Three; red; 15-min. burning time.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Idaho

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One (two on all new vehicles other than truck tractors after July 1, 1956); red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red. One or both may be incorporated in tail lamp or lamps. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four; (two on truck-tractors); front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: Two.
Detrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light or flag 16-in. sq.

Illinois

Head lamps: Two; yellow, amber or white. Must be approved.
Tail lamps: One; red. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two; red. Also two yellow or amber reflectors on front of vehicle. Must be approved.
Clearance lamps: Two; front yellow or amber. Reflectors may be used when vehicle has acetylene lamps. Must be approved.
Sidemarker lamps: No specifications given.
Identification lamps: Three; rear red. Or ICC requirements. Reflectors may be used when vehicle has acetylene lamps.
Side reflectors: Four; front amber and rear red or amber. Or ICC requirements. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: Two.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Three.
Projecting load warnings: One light or flag 16-in. sq.

Indiana

Head lamps: Two; no red light must be visible from in front of vehicle.
Tail lamps: One (two on all new vehicles other than truck tractors after Jan. 1, 1956); red.
Stop lamps: One; red or amber. Semaphores required on school buses.
Rear reflectors: Two; red.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.
Side reflectors: Four; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Iowa

Head lamps: Two; white (permits tinted other than red). Must be approved.
Tail lamps: One; red. This or separate lamp must illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two; red. One may be part of tail lamp. Must be approved.
Clearance lamps: Four (two on truck-tractors); front yellow, white or amber; rear red. Must be approved.
Sidemarker lamps: Four; front yellow or amber and white, rear red. Must be approved.
Identification lamps: Three; front yellow or amber and white, rear red. Must be approved.
Side reflectors: Two or four; front white, green or amber. Where green originally used, may be continued till replacement are necessary. Rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: Two. Must be approved.
Liquid burning flares: Three. Must be approved;
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: One; no specifications given.
Red cloth flag: Three; no specifications.
Projecting load warnings: One light and flag 16-in. sq.

Kansas

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license

Continued on page 57

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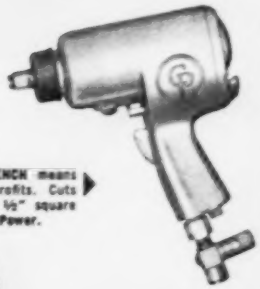
for every job . . . any budget!

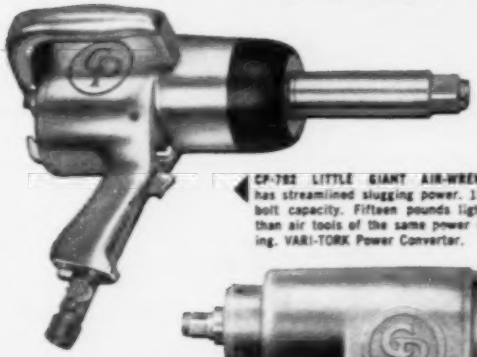
For as little as $2.50 a week* a CP Impact Wrench can help every mechanic to take home more pay — help every shop owner lower costs! Choice of air or electric power. Wrench capacities range up to 1¼" bolt sizes. Call your jobber for a demonstration or mail coupon today. **Chicago Pneumatic Tool Company, 8 East 44th Street, New York 17, N. Y.**

CP-732 TORK-MASTER AIR-WRENCH pays its own way every day! ½" square drive. **Controllable Power** feature drives small nuts or large bolts to exact tightness.

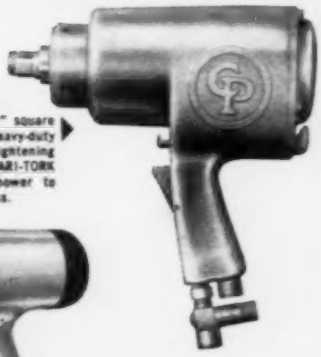


CP-740 TORK-KING AIR-WRENCH means faster work and fatter profits. Cuts nut turning time by 75%. ½" square drive. Features **Controllable Power.**

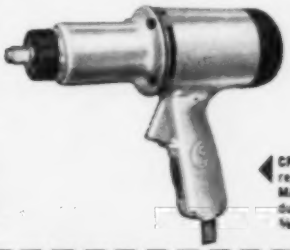
CP-720 MIDGET AIR-WRENCH puts power in the palm of your hand. Weighs only 2½ pounds. Capacity to ¾" bolt size. Has VARI-TORK Power Converter for adjusting power to desired output.



CP-792 LITTLE GIANT AIR-WRENCH has streamlined slugging power. 1¼" bolt capacity. Fifteen pounds lighter than air tools of the same power rating. VARI-TORK Power Converter.



CP-770 AIR-WRENCH has ¾" square drive . . . affords that heavy-duty punch in loosening and tightening nuts up to 1" bolt size. VARI-TORK clutch permits adjusting power to run nuts to proper tightness.



CP-724 PACESETTER ELECTRIC for regular work and the **CP-725 PACEMAKER ELECTRIC WRENCH** for heavy-duty service are available in ¾"-¾" bolt size capacities.

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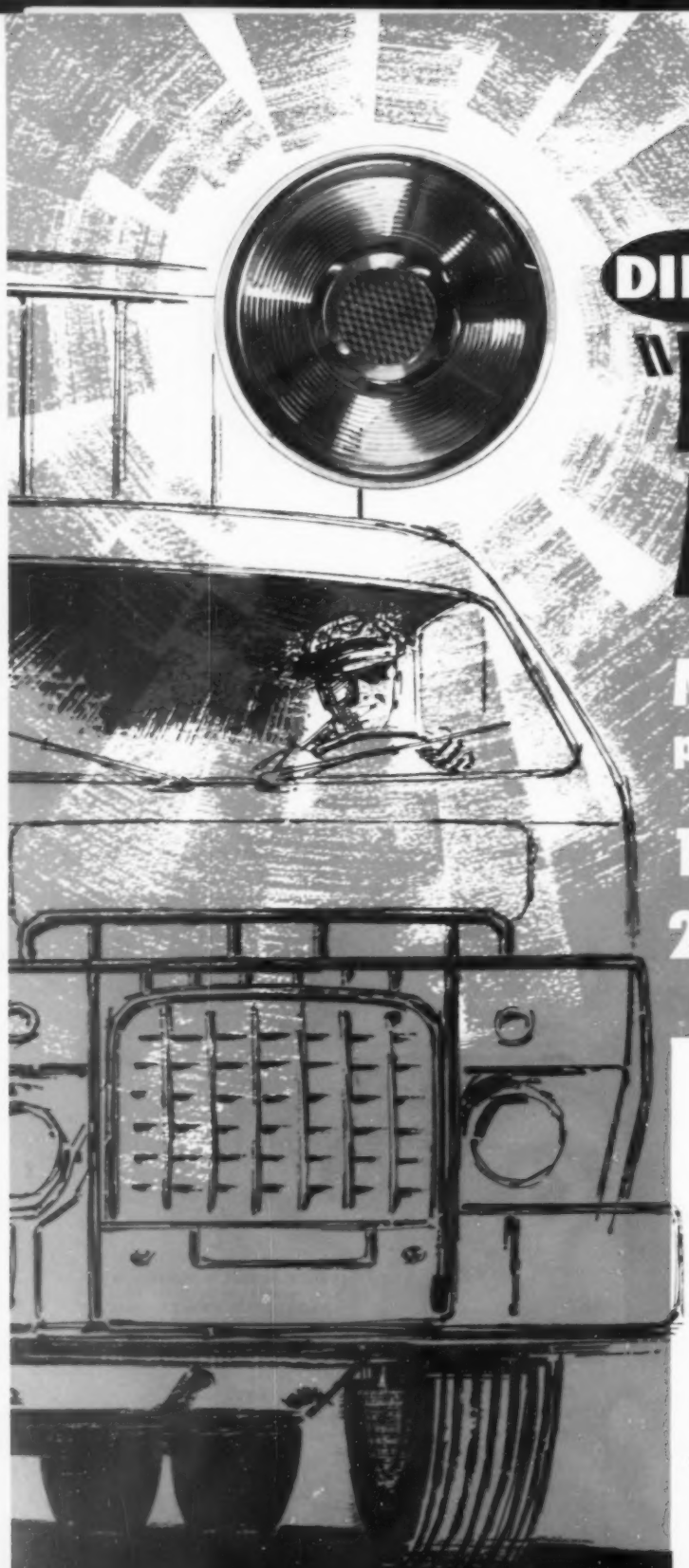
☐ CP-724 PACESETTER (ELECTRIC)	☐
☐ CP-725 PACEMAKER (ELECTRIC)	☐
☐ CP-740 TORK-KING (AIR)	☐
☐ CP-770 AIR-WRENCH (¾" sq. drive)	☐
☐ CP-792 LITTLE GIANT (AIR)	☐

Name _____ **Title** _____

Company _____

Address _____

City _____ **Zone** _____ **State** _____



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MARKER LIGHTS provide double the safety

1 **Prism-lens throws brilliant warning beam of transmitted light.**

2 **Center Class "B" reflector glows brightly and returns rays of oncoming headlamps.**

- Snap-Grip Lens — "O" Ring gasket eliminates lens screws or lens retainers.
- Completely dustproof and waterproof.
- Lens interchangeable on Dietz 107 series stop and tail lights.
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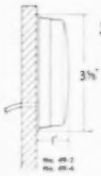
- Flush mount for minimum installation and labor costs.
- No. 49-4 has twin bulbs maintaining warning efficiency if one burns out. Model 49-2 has 1 bulb.



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No. 49-4 VP ⅜"

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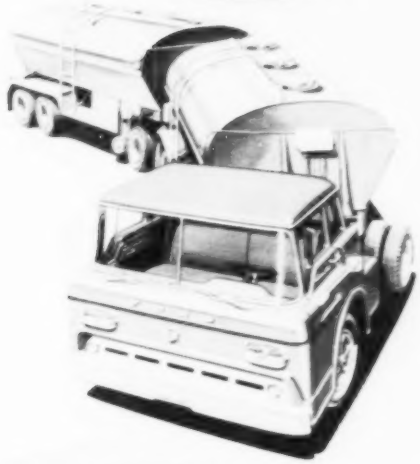
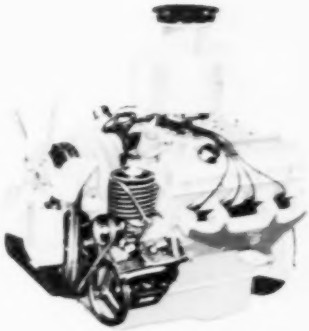
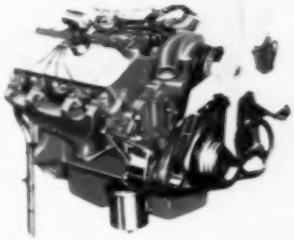


C-850
C-950
C-1000
C-1100



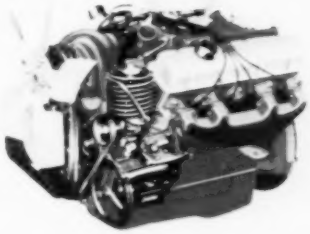
277-hp 534 SD V-8

F-850
F-950
F-1000
F-1100



260-hp 477 SD V-8

T-850
T-950



226-hp 401 SD V-8

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FORD TRUCKS COST LESS

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NEW FORD EXTRA HEAVIES

FORD T-950 tandem dump truck with up to 51,000-lb. GVW, up to 277-hp Super Duty V-8 available. GCW 75,000 lb.

FORD C-1000 Tilt Cab tractor with big 260-hp Super Duty V-8 engine. Maximum GCW 65,000 lb. with optional axle, GVW 31,000 lb.

FORD F-1100 conventional with 277-hp Super Duty V-8 standard. Maximum GVW 36,000 lb. with optional 29,000-lb. rear axle.

Step in . . . the new Ford Extra Heavy Duty trucks for '58—the all-new, more rugged line with huge payload capacities for on-highway or off-the-road service. *Step ahead* with Ford's more-for-your-money features. Meet America's most modern *big* trucks for '58. Discover the new advances in this pace-setting Extra Heavy Duty line of Conventionals, Tilt Cabs and Tandems.

They're new in power, too! Ford now offers three mighty new Super Duty V-8's. Extra rugged, modern big engines with up to 534-cubic inch displacement . . . up to 277 horsepower! And "over square" (bore larger than stroke). Short Stroke design provides maximum power, durability and economy.

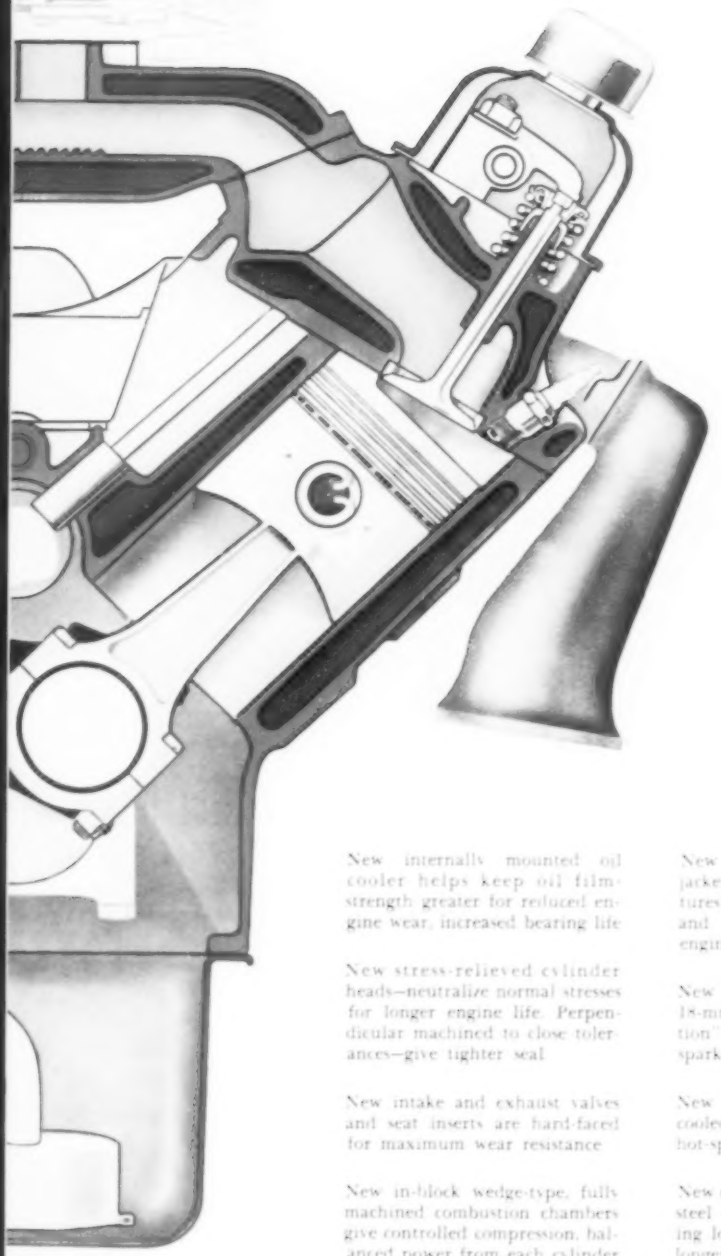
Saddle-type, step-type and cylindrical fuel tanks are available, complete with electric fuel pumps for extra dependability. Mighty Super Duty engines and Ford Extra Heavy Duty chassis form a combination of power and ruggedness that can't be beat. Springs, axles, brakes—all components are engineered to give exceptional service. All the new Ford advancements for '58 mean *Ford Trucks Cost Less* . . . less to own . . . less to run . . . last longer, too!

QUICK FACTS

CONVENTIONAL MODELS	ENGINE		REAR AXLE		MAX. TIRES	GVW'S (lb.)		GCW'S (lb.)	
	Standard	Optional	Standard	Optional		Standard	Optional	Standard	Optional
F-1100	277-hp 534 V-8		22,000 lb.	29,000 lb.*	12 x 24.5—12 PR	30,000	36,000	65,000	
F-1000	260-hp 477 V-8		21,000 lb.	22,000 lb.	12 x 24.5—12 PR	30,000		55,000	65,000
F-950	226-hp 401 V-8		21,000 lb.		12 x 24.5—12 PR	29,000		55,000	
F-850	226-hp 401 V-8		18,000 lb.		11 x 22.5—12 PR	25,000		50,000	
TILT CAB MODELS									
C-1100	277-hp 534 V-8		22,000 lb.	29,000 lb.**	12 x 24.5—12 PR	31,000	36,000	65,000	
C-1000	260-hp 477 V-8		21,000 lb.	22,000 lb.	12 x 24.5—12 PR	31,000		55,000	65,000
C-950	226-hp 401 V-8		21,000 lb.		12 x 24.5—12 PR	30,000		55,000	
C-850	226-hp 401 V-8		18,000 lb.		11 x 22.5—12 PR	26,000		50,000	
TANDEM MODELS									
T-950	226-hp 401 V-8	260-hp 477 V-8 277-hp 534 V-8	38,000 lb.		12 x 24.5—12 PR	46,000	48,000 51,000	75,000	
T-850	226-hp 401 V-8	260-hp 477 V-8 277-hp 534 V-8	34,000 lb.	28,000 lb.	11 x 22.5—12 PR	43,000	37,000 45,000	— 70,000	55,000 —

*Not available on 132" wb. model. **Not available on 99" wb. model.

Now from FO D . . . durable



Big, modern all-truck engines! Up to 534-cu. in. Displacement . . . 277 Horsepower for New Ford Extra Heavy Duty Models

New Ford Super Duty V-8's have up to 534-cubic inch displacements . . . up to 277 horsepower for rugged performance. Three great new "over square" (bore larger than stroke) Short Stroke V-8 truck engines for new Ford Extra Heavy Duty models. The most modern, most efficient gasoline engines in their field. They're ultra-modern . . . designed for today's hauling needs.

Engineered to develop more horsepower per pound, with rugged new durability features for longer-lasting dependability. And for routine maintenance their clean, simple design gives maximum accessibility for servicing. Powerful new Ford Super Duty V-8's have been thoroughly road tested by leading truck fleets, coast to coast . . . they're ready to bring you new power, durability and economy!

New internally mounted oil cooler helps keep oil film-strength greater for reduced engine wear, increased bearing life

New stress-relieved cylinder heads—neutralize normal stresses for longer engine life. Perpendicular machined to close tolerances—give tighter seal

New intake and exhaust valves and seat inserts are hard-faced for maximum wear resistance

New in-block wedge-type, fully machined combustion chambers give controlled compression, balanced power from each cylinder

New intake manifold—water-jacketed for stabilized temperatures . . . aids high horsepower and torque output, improves engine economy

New spark plug accessibility—18-mm. plugs with "Turbo Action" resist fouling, give positive spark action

New alternately spaced sodium-cooled exhaust valves reduce hot-spot dangers, last longer

New externally balanced, forged-steel crankshaft equalizes bearing loads for greater durability, longer bearing life

New Turbulence Top pistons for maximum power, top ring groove carrier for extended groove life and thermal-controlled integral strut for better piston sizing

New, stronger "pyramid" connecting rods—hollow-milled for better balance

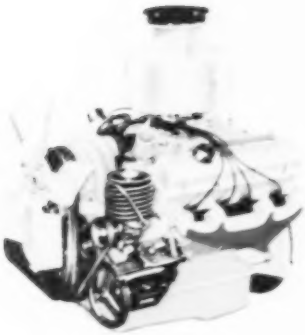
New extra-large Full-Flow oil filter—big 2-quart capacity for double filtering area

New high-capacity rotor-type oil pump mounted within the oil pan for more efficient lubrication system

FOR INDUSTRIAL ENGINE APPLICATION WRITE TO: INDUSTRIAL ENGINE DEPARTMENT, FORD DIVISION OF FORD MOTOR CO., P. O. BOX 598 DEARBORN, MICHIGAN

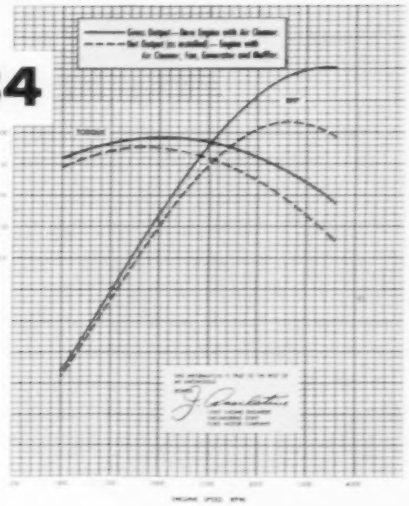
new Super Duty power

534



277-hp 534 SD V-8
Brake Horsepower—277 @ 3400 rpm
Torque—490 lbs-ft @ 1800-2300 rpm
Bore—4.50 in. **Stroke**—4.20 in.

The big, new Ford 534 is an "over-square" Short Stroke engine, like all Ford Super Duty V-8's. Here's snappy power, long-lasting durability and top economy. Standard in Ford F-1100, C-1100 trucks. Optional in T-850, T-950 tandems.



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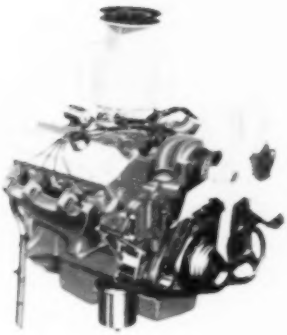
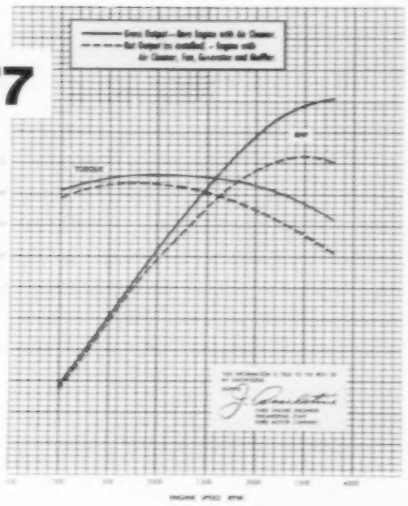
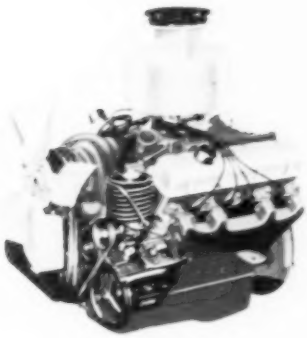


260-hp 477 SD V-8
Brake Horsepower—260 @ 3600 rpm
Torque—430 lbs-ft @ 1800-2300 rpm
Bore—4.50 in. **Stroke**—3.75 in.

Now . . . 477 cubic inches of super power for your Extra Heavy Duty needs! Notice the high and flat torque curve (power curve at right) to insure maximum performance. Standard engine in Ford F-1000, C-1000 trucks. Optional T-850, T-950 tandem models.

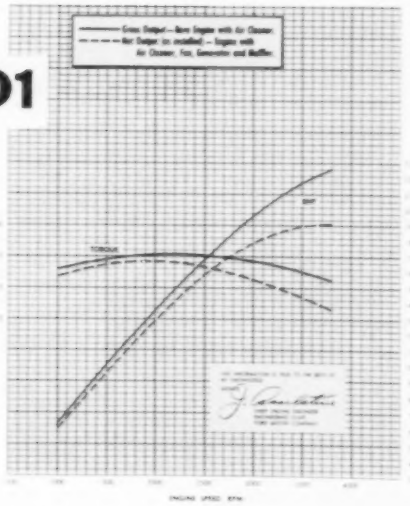


401



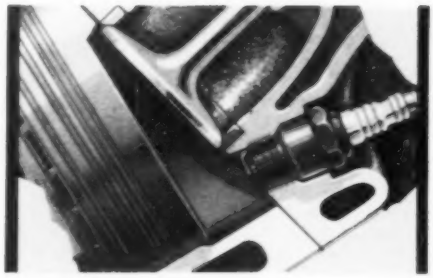
226-hp 401 SD V-8
Brake Horsepower—226 @ 3800 rpm
Torque—350 lbs-ft @ 1800-2300 rpm
Bore—4.12 in. **Stroke**—3.75 in.

For higher earnings every trip, Ford Super Duty V-8's like this popular 401-cubic inch engine provide the best horsepower to weight ratios obtainable in comparable all-truck engines today. Standard in Ford F-, C- & T-850 and 950 models.

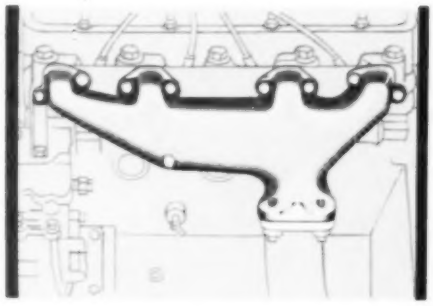


Outstanding new FORD V-8

NEW INTAKE MANIFOLDING—Much of the exceptional performance of Ford's new Super Duty V-8's can be traced to their free-breathing design. Thermostatically controlled carburetor air intake, Super-Filter air cleaner, 4-barrel carburetor, simplified intake manifold with water-jacketed passages and large intake valves—provide high intake efficiency. The modern single-bridge intake manifold distributes the fuel-air mixture more evenly for smoother performance. And its water-jacketed passages provide a more uniform fuel-air temperature.



MACHINED COMBUSTION CHAMBERS—New wedge-shape combustion chambers are fully machined for accurate volume and compression control. Completely in the block, there's less heat in the heads for improved valve cooling. The face of the head is flat-machined at 90° for positive mating with the block. The new wedge-shape chamber design together with Turbulence-Top piston heads gives better fuel-air turbulence for snappy power and minimized combustion deposits, and advanced "over square" (bore larger than stroke) Short Stroke engine design increases usable horsepower and torque . . . cuts internal friction for long engine life and greater fuel economy.



LOW BACK-PRESSURE EXHAUST MANIFOLDING—Improved exhaust manifolding reduces back pressure . . . means more usable power and longer engine life. For full performance, burned gases must be properly removed to make room for a fresh charge of fuel-air mixture. And on the new Ford Super Duty V-8 engines exhaust gases leave through large exhaust ports, down wide passages in the cylinder head to the generously sized exhaust manifolds and out dual exhaust pipes to complete the breathing cycle most efficiently.

DESIGN features

MODERN 3-STAGE PARALLEL FLOW COOLING

1. HEAD – For cold starts, both thermostats are closed and the coolant is pumped through the cylinder head and manifold water jacket, returning through a by-pass to the pump. This restricted flow continues until the coolant reaches 140°. The rapid head warm-up preheats the fuel-air mixture for more efficient burning and greater power. Fast block warm-up also occurs, warming the oil for better lubrication.

2. HEAD AND BLOCK – At 140°, the back thermostat opens allowing coolant to circulate more rapidly through the block. The coolant flows through the head, block and intake manifold water jacket, but closed front thermostat prevents it from flowing through the radiator. It returns through a bypass to the water pump and is recirculated. This continues until the coolant in the intake manifold reaches 160°.

3. COMPLETE COOLING – At 160°, the front thermostat opens allowing the coolant to flow through the radiator and the entire cooling system. Approximately half of the coolant is directed to the heads and the other half to the block. This 3-stage system gives fast engine warm-up and effective cooling. Over ten thousand gallons of coolant per hour are pumped by the durable, high-capacity water pump.

NEW LUBRICATION SYSTEM

FULL-PRESSURE LUBRICATION SYSTEM – Oil is pumped under pressure through galleries in the block and head to the crankshaft main and connecting rod journals, camshaft journals, rocker shaft and arms, air compressor and timing gears. Valve stems, cam lobes, piston pins and valve lifters are effectively splash and gravity lubricated. Squirt holes in the connecting rods direct oil to cylinder walls.

Troublesome external oil lines have been virtually eliminated. And all oil is filtered passing through the large 2-quart Full-Flow oil filter.

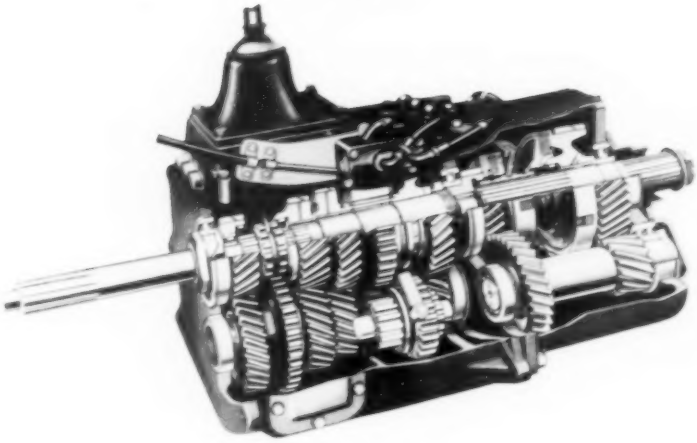
INTERNAL OIL COOLING – A tremendous "plus" of the Ford lubrication system is the easily accessible internally mounted oil cooler. Standard equipment on all Super Duty V-8's, it's designed to keep the engine's oil at proper temperatures in extra-heavy-duty service. The oil cooler reduces oil temperatures to minimize carbonization . . . promotes greater oil film-strength . . . prolongs moving part life, main bearing, etc. . . . and extends time between oil changes.

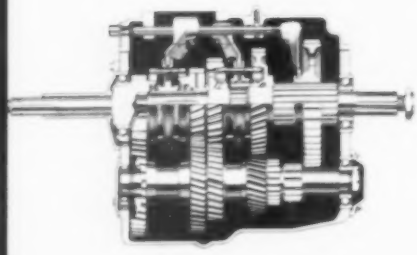
TWO-PLATE 13" CLUTCH – New, solid dual disc 13-inch clutch provides dependable, positive operation. Direct pressure is applied to the pressure plate by 12 coil springs. And the large facing area with two-plate design gives high torque capacity and long service.

For your extra-heavy-duty needs, Ford offers a wide selection of power train components designed for your individual requirements. Extra strength and capacity is engineered into each and every part to take the tremendous horsepower and torque output of the new Ford Super Duty engines . . . and to stand up under the big payloads Ford Extra Heavy Duty trucks are rated to haul. Transmissions, auxiliaries, clutches and Single- or Two-Speed rear axles are all engineered for outstanding performance and long, dependable service.

Extra strength in every

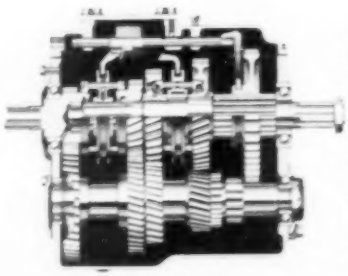
8-SPEED ROADRANGER – Designed for extra-heavy-duty over-the-road service, the Roadranger transmission provides 8 evenly spaced, progressive gear ratio steps. A four-speed constant mesh main gear box is coupled with an integrally mounted, synchronized Two-Speed reduction unit . . . giving 8 forward speeds to get loads under way faster and maintain highway speeds better. Shifting is powered by air, manually controlled by a convenient switch on the shift lever.





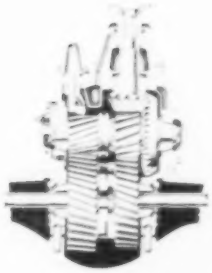
4000 SERIES SPICER TRANSMISSIONS

5-Speed Synchro-Silent. Direct-in-fifth transmissions are offered in a wide-ratio version, for use primarily with Single-Speed rear axles or with Two-Speed axles for off-the-road use. Close-ratio version for use with Two-Speed axles over-the-road.



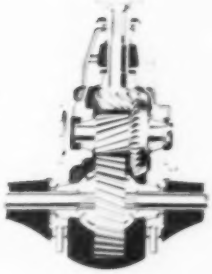
6000 SERIES SPICER TRANSMISSIONS

5-Speed Synchro-Silent. Direct-in-fifth or Overdrive-in-fifth (reduces engine revolutions about 17%) transmissions. Direct Drive is offered in both wide-ratio and close-ratio versions. Overdrive is close-ratio only.



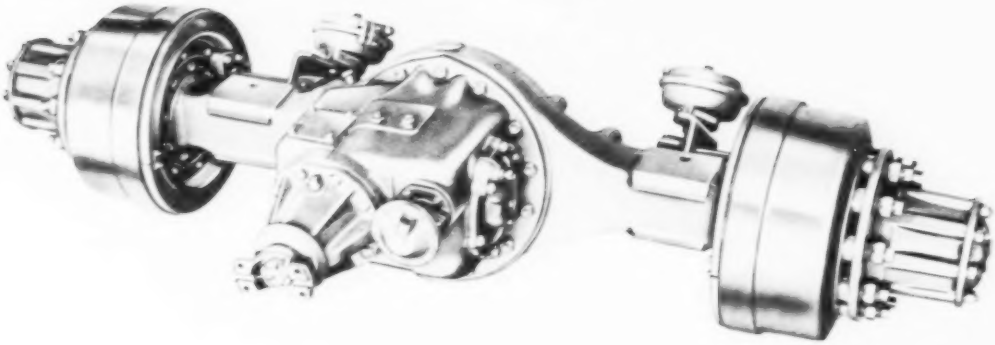
U-200

Rugged Single-Speed, double reduction, 29,000-lb. hypoid rear axle. Available with 6352 transmission on F- & C-1100 models. Not available on 99" or 132" wb. models.

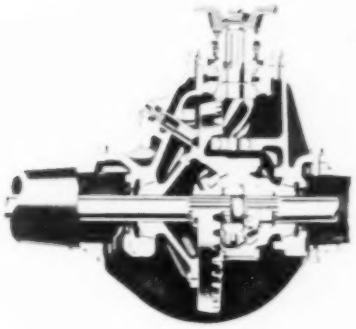


U-300

Big capacity Two-Speed, double reduction, 29,000-lb. hypoid rear axle. Available on F- & C-1100 models with 6352 transmission. Not available on 99" or 132" wb. models.

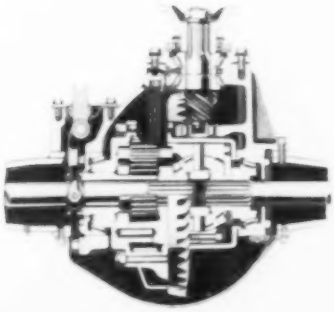


POWER TRAIN component



18,000-LB. SINGLE-SPEED
21,000-LB. SINGLE-SPEED
22,000-LB. SINGLE-SPEED

Spiral bevel, full-floating rear axle. Pinion is straddle-mounted for accurate alignment under high torque loads. All gears are alloy-steel, carburized and hardened for strength and wear resistance. And extra-capacity tapered roller wheel bearings provide long, dependable service.

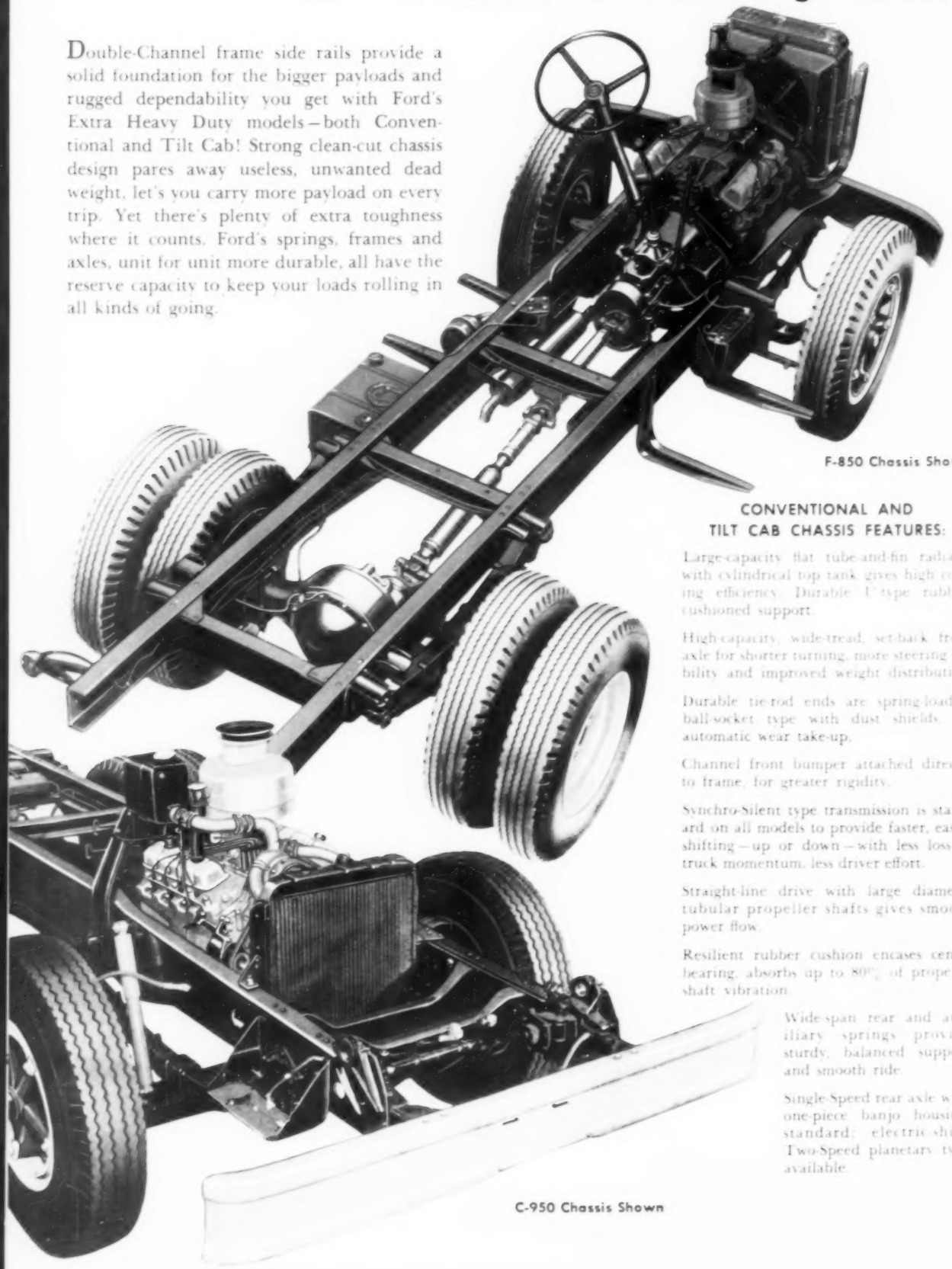


18,000-LB. TWO-SPEED
21,000-LB. TWO-SPEED
22,000-LB. TWO-SPEED

Spiral bevel, Two-Speed, full-floating rear axles. A planetary reduction gear set between the ring gear and differential provides two selective ratios for greater flexibility of truck operation. Easy to operate, positive-action, electric-shift control allows fast, easy shifting.

FORD Extra Heavy Duty

Double-Channel frame side rails provide a solid foundation for the bigger payloads and rugged dependability you get with Ford's Extra Heavy Duty models – both Conventional and Tilt Cab! Strong clean-cut chassis design pares away useless, unwanted dead weight, let's you carry more payload on every trip. Yet there's plenty of extra toughness where it counts. Ford's springs, frames and axles, unit for unit more durable, all have the reserve capacity to keep your loads rolling in all kinds of going.



F-850 Chassis Shown

C-950 Chassis Shown

CONVENTIONAL AND TILT CAB CHASSIS FEATURES:

Large-capacity flat tube-and-fin radiator with cylindrical top tank gives high cooling efficiency. Durable U-type rubber cushioned support.

High-capacity, wide-tread, set-back front axle for shorter turning, more steering stability and improved weight distribution.

Durable tie-rod ends are spring-loaded, ball-socket type with dust shields, for automatic wear take-up.

Channel front bumper attached directly to frame, for greater rigidity.

Synchro-Silent type transmission is standard on all models to provide faster, easier shifting – up or down – with less loss of truck momentum, less driver effort.

Straight-line drive with large diameter tubular propeller shafts gives smooth power flow.

Resilient rubber cushion encases center bearing, absorbs up to 80% of propeller shaft vibration.

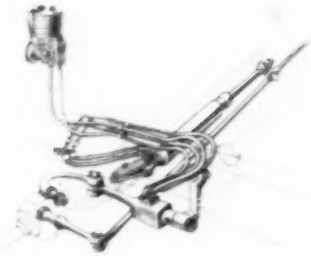
Wide-span rear and auxiliary springs provide sturdy, balanced support and smooth ride.

Single-Speed rear axle with one-piece banjo housing, standard; electric-shift, Two-Speed planetary type available.

chassis construction

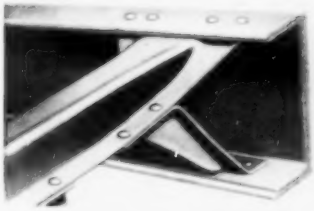
New Front Axles with modified I-beam construction, reinforced at stress points for extra durability. Available in 7000-, 9000-, 11000- and 15000-lb. capacities.

Roll-Action Steering with worm-and-roller type steering gear reduces friction, makes steering easier. Needle-bearing roller provides rolling rather than sliding action.

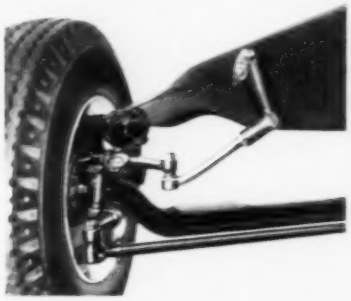


Master-Guide Power Steering is available on all F- and C-Series Extra Heavy Duty models . . . cuts steering effort as much as 75%.

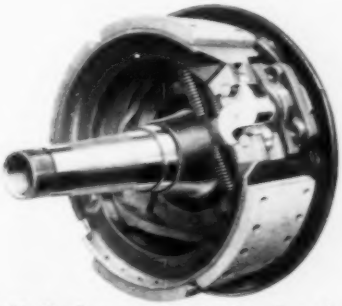
New Electric Fuel Pump mounted in fuel tank. Big capacity, submerged-type fuel pump delivers only liquid fuel—no vapor—under pressure from tank to carburetor. Not dependent on engine rpm's . . . provides ample fuel at any vehicle speed.



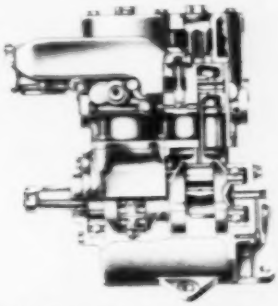
Double-Channel Frame Rails are engineered for extra strength and are highly resistant to twist and weave. Side rails have full channel reinforcement from front to rear springs.



Steering Linkage, solid Direct-Acting drag link, U-type steering arm and adjustable tie rod give excellent steering control and maneuverability.

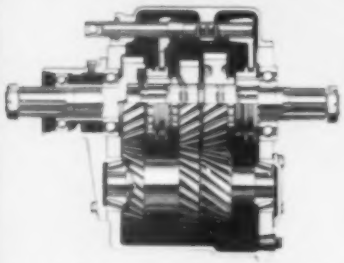


Full-Air Brakes are standard on F- and C-1000 and 1100 models, available 850 and 950. Compressor, two reservoir tanks, buzzer low-pressure indicator and air-operated windshield wipers included.

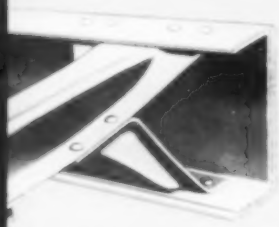


Big 12-cubic foot Air Compressor is available in place of standard 7¼-cu. ft. with full-air brakes on F- and C-950 thru 1100. Large 12-cubic foot per minute capacity provides extra safety factor.

FORD Tandem Chassis for

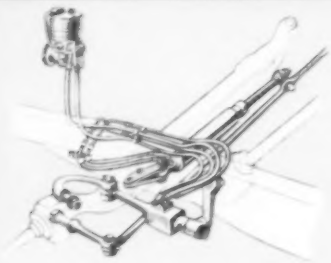


Two all-helical, 3-Speed Auxiliary constant mesh transmissions are available (except 144" wb. T-850) for greater operating flexibility.



Double-Channel frame side rails for extra strength, lower weight. Channel-reinforced from front spring to end of frame.

Roadranger Transmission with 8 closely spaced forward speeds and preselect range shifting is optional for all models. Not offered with auxiliary transmission.



Master-Guide Power Steering standard . . . always operative, cuts steering effort up to 75%.

Large capacity flat-tube radiator with cylindrical top tank gives high cooling efficiency. Durable U-type support.

High-capacity, wide-tread, set-back front axle provides shorter turning, more stability, improved weight distribution.

Durable tie-rod ends are spring-loaded, ball-socket type with dust shields, for automatic wear take-up.

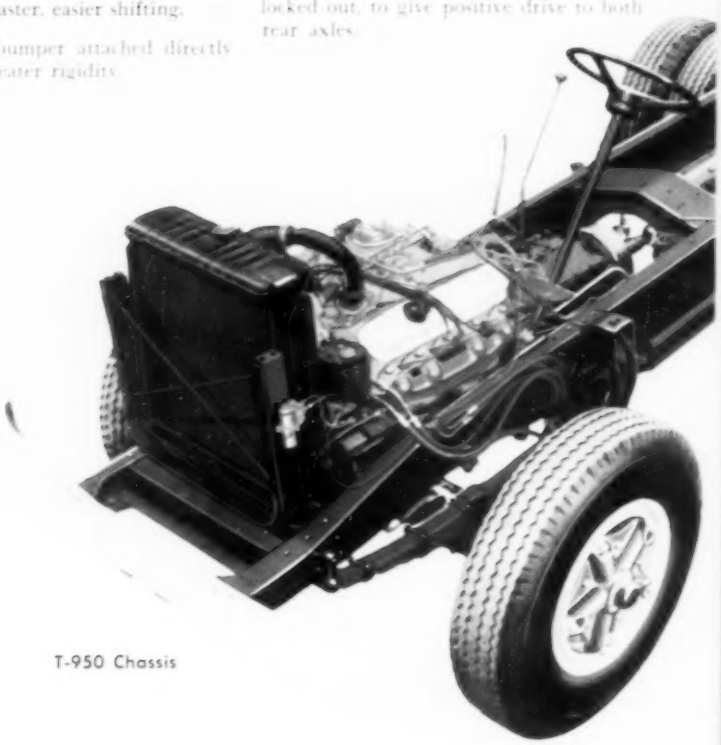
Synchro-Silent 5-Speed direct transmission is standard for faster, easier shifting.

Channel front bumper attached directly to frame, for greater rigidity.

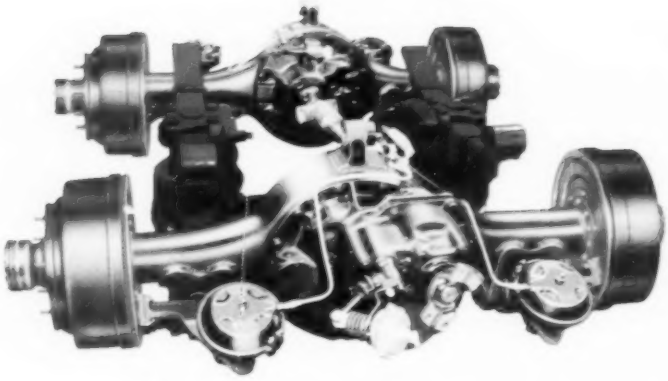
Tubular propeller shafts, large diameter, non-whipping. Long-lived needle-bearing joints. Rubber-encased drive line center bearing for longer life.

Torque arms absorb starting and stopping thrusts. Arms are rubber bushed at each end, and need no lubrication.

Power divider, provided with 3rd differential, equalizes the driving power between axles, eliminates axle fight for longer gear and tire life. The third differential may be locked out, to give positive drive to both rear axles.



T-950 Chassis



38D—38,000-lb. Tandem Axle (Std. T-950). Full-floating straight-through drive axle with Single-Speed power divider on forward rear axle. Available with a choice of single reduction and planetary double reduction ratios. Equipped with full-air brakes.

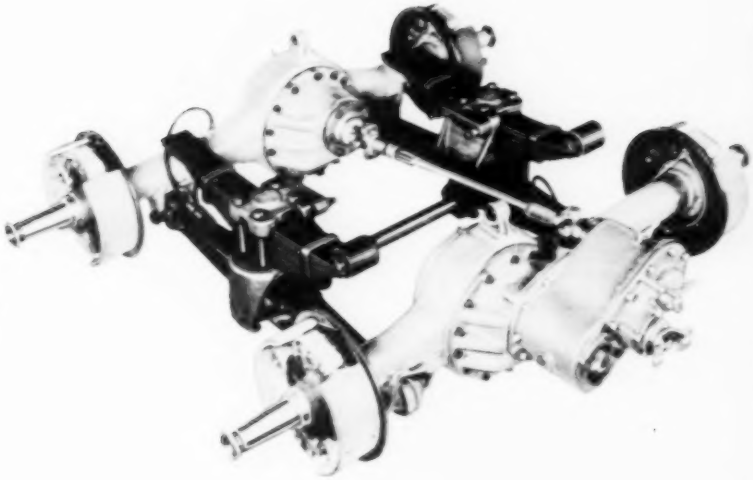
extra payloads

More flotation is provided by eight rear tires . . . keeps truck from bogging down in mud, sand and other soft footing where single-rear-axle trucks would normally flounder. Walking-beam action levels bumps by 50%, minimizes "bounce."

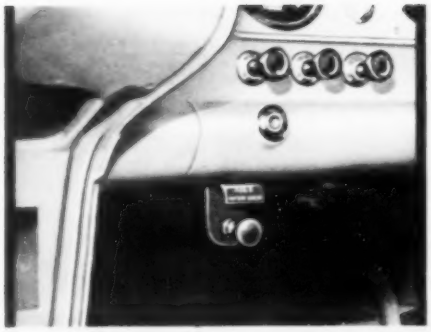
28M—28,000-lb. Tandem Axle (Opt. T-850). Full-floating, single reduction type with a Single-Speed power divider mounted on forward rear axle. Available with hydraulic or full-air brakes. Hypoid ring gear and pinion gear sets.

Two equalizing beams provide true axle alignment, distribute weight between axles. Rubber bushings do away with the need for lubrication.

Husky, short-coupled springs minimize side sway, absorb road shocks, give smooth level ride.



34M—34,000-lb. Tandem Axle (Std. T-850). Full-floating, single reduction type with a Single-Speed power divider mounted on forward rear axle. Available with hydraulic or full-air brakes. Spiral bevel ring gear and pinion gear sets.



Differential lockout control located on the instrument panel permits driver to lock out differential action giving each axle the same positive traction as if separately driven.

F-850 Specifications GVW 25,000 lb. • GCW 50,000 lb.

F-SERIES POWER TRAIN SELECTIONS

Engine—Transmission—Axle Ratio (to 1) Combinations

Transmission	F-850 with 401 SD V-8 Engine		F-950 with 401 SD V-8 Engine	
	18,000-lb. axle	18,000-lb. 2-Speed axle	21,000-lb. axle	21,000-lb. 2-Speed axle
4652	6.50 or 7.17	6.50/8.87 or 7.17/9.77*	6.50 or 7.17	6.50/8.87 or 7.17/9.77*
4756C	—	6.50/8.87 or 7.17/9.77*	—	6.50/8.87 or 7.17/9.77*
6352	6.50 or 7.17	6.50/8.87 or 7.17/9.77*	6.50 or 7.17	6.50/8.87 or 7.17/9.77*
6852G	—	6.50/8.87 or 7.17/9.77*	—	6.50/8.87 or 7.17/9.77*
6453A	6.50 or 7.17	6.50/8.87 or 7.17/9.77*	6.50 or 7.17	6.50/8.87 or 7.17/9.77*
R-46	6.50	—	6.50	—

Transmission	F-1000 with 477 SD V-8		F-1000 with 477 SD V-8 F-1100 with 534 SD V-8		F-1100 with 534 SD V-8	
	21,000-lb. axle	21,000-lb. 2-Speed axle	22,000-lb. axle	22,000-lb. 2-Speed axle	29,000-lb. axle	29,000-lb. 2-Speed axle
6352	6.50 or 7.17	6.50/8.87	6.17 or 6.67	6.14/8.36 or 6.71/9.13†	7.03	6.42/8.38 or 7.09/9.07
6852G	—	6.50/8.87	—	6.14/8.36 or 6.71/9.13†	—	—
6453A	6.50 or 7.17	6.50/8.87	6.17 or 6.67	6.14/8.36 or 6.71/9.13†	—	—
R-46	6.50	—	6.17 or 6.67	—	—	—

*Not recommended for tractor service

†Not recommended for tractor service on F-1100 Series

F-1000 Specifications

GVW 30,000 lb. • GCW 55,000 lb. (Opt. GCW 65,000 lb.*)

*Requires 22,000-lb. rear axle

F-850 Specifications GVW 25,000 lb. • GCW 50,000 lb.

AXLE, FRONT
- Standard Axle Capacity—lb. ... 7,000
- Optional Axle Capacity—lb. ... 11,000
  - Includes 5,000-lb. front springs. Requires air brakes, power steering and cast spoke or 10-hole disc wheels.

AXLE, REAR
- Capacity—lb. ... 18,000
- Standard—Type ... Single Reduction—Spiral Bevel—Full-Floating
  - Axle Ratios ... 6.50 or *7.17 to 1
- Optional—Type ... Two-Speed Planet—Full-Floating
  - Ratios (to 1) ... 6.50, 8.87 or *7.17, 9.77*
- *7.17, 9.77 ratio not recommended for tractor service.

BRAKES, SERVICE
- Standard—Type ... Vacuum-Power Operated, Hydraulic, Two-Shoe
  - Front: Double Anchor. Rear: Two-Cylinder, Self-Energizing
  - Front Brake: Drum Dia. x Lining Width—Thickness—in. ... 16 x 2½—0.25
  - Rear Brake: Drum Dia. x Lining Width—Thickness—in. ... 16 x 5—0.50
  - Total Area: Lining—sq. in. ... 488.6
  - Booster: Effective Diaphragm Dia.—in. ... 10⅝
- Optional—Type ... Full-Air, Heavy-Duty Two-Shoe with Slack Adjusters, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
  - Front Brake: Drum Dia. x Lining Width—Thickness—in. ... 16 x 2½—0.312
  - Rear Brake: Drum Dia. x Lining Width—Thickness—in. ... 16½ x 6—0.75
  - Total Area: Lining—sq. in. ... 579.3
  - Compressor ... 7¼ cu. ft. per min.
  - Air Reservoir Tanks ... Two—830-cu. in. Cap'y each

BRAKE, HAND
- Standard—Type ... Drum and Contracting Band at Rear of Transmission on Drive Line
  - Size: Drum Dia. x Lining Width, in.—Lining Area, sq. in. ... 10½ x 3—97.7
- Optional—Type (with 6000 Series and R-46 Transmissions) ... Internal Shoe
  - Size: Drum Dia. x Lining Width, in.—Lining Area, sq. in. ... 12 x 4—111.6

CLUTCH
- Type ... Hydraulically Operated, 13-in., Constant Pressure Two-Plate
- Total Frictional Area—sq. in. ... 378

COOLING SYSTEM
- Type—Capacity—qt. ... Three-Stage—46
- Thermostats ... Two, in Intake Manifold
- Fan, Diameter—in. ... 21—5-Blade

DRIVE LINE
- Type ... Hotchkiss, Straight-Line Drive
- Propeller Shafts—Number ... Two, Tubular, Forged-Steel Ends
- Universal Joints—Number, Type ... Three, Needle Roller Bearing
- Center Bearing ... Rubber-Encased Ball Type

ELECTRICAL SYSTEM
- Battery ... 12-Volt, 78-Plate, 70 Amp-Hr
- Alternator ... 50 Amp., 750 Watts
- Headlights ... Dual Sealed-Beam, Foot-Switch Beam Control
- Starter ... High Torque, Ignition Key Starter Control
- Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
- Standard ... 226-hp 401 Super Duty V-8

FRAME
- Side Rails—Type ... Parallel, Channel Section—Tapered Front and Rear
  - Max. Section: Depth x Flange x Thick.—in. ... 9.5 x 3.0 x 0.25
- Reinforcement ... Channel, Inside Side Rail
  - Max. Section: Depth x Flange x Thick.—in. ... 9.0 x 2.56 x 0.13
- Section Modulus ... 14.93
- Cross Members—Type ... Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
- 18-gallon ... Frame-Mounted, Left Side
- Optional ... 125-gal. Saddle Tanks; 100-gal. Step Tanks; 60-gal. Cylindrical Tank for Right and/or Left Side (Cylindrical not avail. on 132" wb.; Step Tanks require Air Brakes)

SPRINGS

	Front		Rear	
Semi-Elliptic, Ford Alloy Steel			Main	Auxiliary
Length x Width—in.	52 x 3		56 x 3	37.5 x 3
Number of Leaves	7		10	7
Capacity at Spg. Pad (Norm. Defl.)—Per Spring	2500 lb.		7800 lb.	(combined)
Optional Spring Capacity	3000 lb.		8700 lb.	(combined)

STEERING
- Standard—Type ... Worm and Dual Row Needle Bearing Roller
- Wheel—Overall Ratio ... 20-in. Dia., 3-Spoke—20.5 to 1

Wheelbase	132"	144"	156"	175"	192"
Turning Circle Dia., Right or Left—ft.	46.2	49.5	52.8	58.0	62.7

- Optional—Type ... Master-Guide Power Steering

TRANSMISSION
- Standard ... Spicer 4652 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 4756C 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 6453A 5-Speed Synchro-Silent Overdrive
- Optional ... 8-Speed R-46 Roadranger (6.50 axle ratio and air brakes required)

Gear Positions	First	Second	Third	Fourth	Fifth	Reverse
Ratios (to 1)						
4652 5-Speed Direct	7.40	4.00*	2.47*	1.46*	1.00*	7.84
4756C 5-Speed Direct	6.50	3.52*	1.93*	1.17*	1.00*	6.88
6352 5-Speed Direct	7.31	4.00*	2.41*	1.44*	1.00*	7.33
6852G 5-Speed Direct	6.71	3.52*	1.97*	1.17*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.09
8-Speed Roadranger	(8.78, 6.98, 4.99, 3.68, 2.66, 1.90, 1.36, 1.00, rev. 11.01)					

- Power Take-Off Opening ... SAE 6-Bolt, On Both Sides
- *Synchronized Speeds

WHEELS AND TIRES (Standard)
- Wheels—Number—Type ... Four—Cast Spoke
- Rims—Number—Size ... Seven—22.5 x 6.75
- Tires—Number—Size ... Six—10-22.5 10 PR

F-950 Specifications GVW 29,000 lb. • GCW 55,000 lb.

AXLE, FRONT
- Standard Axle Capacity—lb. ... 9,000
- Optional Axle Capacity—lb. ... 11,000
  - Includes 5,000-lb. front springs. Requires air brakes, power steering.

AXLE, REAR
- Capacity—lb. ... 21,000
- Standard—Type ... Single Reduction—Spiral Bevel—Full-Floating
  - Axle Ratios ... 6.50 or *7.17 to 1
- Optional Type ... Two-Speed Planet—Full-Floating
  - Ratios (to 1) ... 6.50, 8.87 or *7.17, 9.77*
- *7.17, 9.77 ratio not recommended for tractor service.

BRAKES, SERVICE
- Standard—Type ... Vacuum-Power Operated, Hydraulic, Two-Shoe
  - Front: Double Anchor. Rear: Two-Cylinder, Self-Energizing
  - Front Brake: Drum Dia. x Lining Width—Thickness—in. ... 16 x 2½—0.25
  - Rear Brake: Drum Dia. x Lining Width—Thickness—in. ... 16 x 5—0.50
  - Total Area: Lining—sq. in. ... 488.6
  - Booster: Effective Diaphragm Dia.—in. ... 9½
- Optional—Type ... Full-Air, Heavy-Duty Two-Shoe with Slack Adjusters, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
  - Front Brake: Drum Dia. x Lining Width—Thickness—in. ... 16½ x 3½—0.44
  - Rear Brake: Drum Dia. x Lining Width—Thickness—in. ... 16½ x 6—0.75
  - Total Area: Lining—sq. in. ... 650.0
  - Compressor ... 7¼ cu. ft. per min.
  - Air Reservoir Tanks ... Two—1,150-cu. in. Cap'y each
- Optional Compressor ... 12 cu. ft. per min.

BRAKE, HAND
- Standard—Type ... Drum and Contracting Band at Rear of Transmission on Drive Line
  - Size: Drum Dia. x Lining Width, in.—Lining Area, sq. in. ... 10½ x 3—97.7
- Optional—Type (with 6000 Series and R-46 Transmissions) ... Internal Shoe
  - Size: Drum Dia. x Lining Width, in.—Lining Area, sq. in. ... 12 x 4—111.6

CLUTCH
- Type ... Hydraulically Operated, 13-in., Constant Pressure Two-Plate
- Total Frictional Area—sq. in. ... 378

COOLING SYSTEM
- Type—Capacity—qt. ... Three-Stage—46
- Thermostats ... Two, in Intake Manifold
- Fan, Diameter—in. ... 21—5-Blade

DRIVE LINE
- Type ... Hotchkiss, Straight-Line Drive
- Propeller Shafts—Number ... Two, Tubular, Forged-Steel Ends
- Universal Joints—Number, Type ... Three, Needle Roller Bearing
- Center Bearing ... Rubber-Encased Ball Type

ELECTRICAL SYSTEM
- Battery ... 12-Volt, 78-Plate, 70 Amp-Hr
- Alternator ... 50 Amp., 750 Watts
- Headlights ... Dual Sealed-Beam, Foot-Switch Beam Control
- Starter ... High Torque, Ignition Key Starter Control
- Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
- Standard ... 226-hp 401 Super Duty V-8

FRAME
- Side Rails—Type ... Parallel, Channel Section—Tapered Front and Rear
  - Max. Section: Depth x Flange x Thick.—in. ... 9.75 x 3.50 x 0.28
- Reinforcement ... Channel, Inside Side Rail
  - Max. Section: Depth x Flange x Thick.—in. ... 9.20 x 3.03 x 0.25
- Section Modulus ... 21.75
- Cross Members—Type ... Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
- 18-gallon ... Frame-Mounted, Left Side
- Optional ... 125-gal. Saddle Tanks; 100-gal. Step Tanks; 60-gal. Cylindrical Tank for Right and/or Left Side (Cylindrical not avail. on 132" wb.; Step Tanks require Air Brakes)

SPRINGS

	Front		Rear	
Semi-Elliptic, Ford Alloy Steel			Main	Auxiliary
Length x Width—in.	52 x 3		56 x 3	37.5 x 3
Number of Leaves	7		10	7
Capacity at Spg. Pad (Norm. Defl.)—Per Spring	3000 lb.		9250 lb.	(combined)
Optional Spring Capacity	4000 lb.		10000 lb.	(combined)

STEERING
- Standard—Type ... Worm and Dual Row Needle Bearing Roller
- Wheel—Overall Ratio ... 20-in. Dia., 3-Spoke—24.4 to 1

Wheelbase	132"	144"	156"	175"	192"
Turning Circle Dia., Right or Left—ft.	46.1	49.4	52.7	57.9	62.6

- Optional—Type ... Master-Guide Power Steering

TRANSMISSION
- Standard ... Spicer 4652 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 4756C 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
- Optional ... Spicer 6453A 5-Speed Synchro-Silent Overdrive
- Optional ... 8-Speed R-46 Roadranger (6.50 axle ratio and air brakes required)

Gear Positions	First	Second	Third	Fourth	Fifth	Reverse
Ratios (to 1)						
4652 5-Speed Direct	7.40	4.00*	2.47*	1.46*	1.00*	7.84
4756C 5-Speed Direct	6.50	3.52*	1.93*	1.17*	1.00*	6.88
6352 5-Speed Direct	7.31	4.00*	2.41*	1.44*	1.00*	7.33
6852G 5-Speed Direct	6.71	3.52*	1.97*	1.17*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.09
R-46 8-Speed Roadranger	(8.78, 6.98, 4.99, 3.68, 2.66, 1.90, 1.36, 1.00, rev. 11.01)					

- Power Take-Off Opening ... SAE 6-Bolt, On Both Sides
- *Synchronized Speeds

WHEELS AND TIRES (Standard)
- Wheels—Number—Type ... Four—Cast Spoke
- Rims—Number—Size ... Seven—22.5 x 7.5
- Tires—Number—Size ... Six—11-22.5 12 PR

F-1000 Specifications GVW 30,000 lb. • GCW 55,000 lb. (Opt. GCW 65,000 lb.*)

*Requires 22,000-lb. rear axle

AXLE, FRONT
- Standard Axle Capacity—lb.: 9,000
- Optional Axle Capacity—lb.: 11,000
  - Includes 5,000-lb. front springs. Requires power steering
- Optional Axle Capacity—lb.: 15,000
  - Includes 6,000-lb. front springs. Requires power steering

AXLE, REAR
- Capacity—lb.: 21,000
- Standard—Type: Single Reduction—Spiral Bevel—Full-Floating
  - Axle Ratios: 6.50 or 7.17 to 1
- Optional—Type: Two-Speed Planet—Full-Floating
  - Ratios (to 1): 6.50/8.87
- Optional Capacity—lb.: 22,000
  - Type: Single Reduction—Spiral Bevel—Full-Floating
    - Axle Ratios: 6.17 or 6.67 to 1
  - Type: Two-Speed Planet—Full-Floating
    - Ratios (to 1): 6.14/8.30 or 6.71/9.13

BRAKES, SERVICE
- Standard—Type: Full-Air, Heavy-Duty Two-Shoe with Slack Adjusters, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
  - Front Brake (Drum Dia. x Lining Width—Thickness)—in.: 16¼ x 3½—0.44
  - Rear Brake (Drum Dia. x Lining Width—Thickness)—in.: 16½ x 6—0.75
  - Total Area (Lining)—sq. in.: 650.0
  - Compressor: 7¼ cu. ft. per min.
  - Air Reservoir Tanks: Two—1,150-cu. in. Cap'y each
- Optional Brakes (w/9,000 or 11,000-lb. Front and 22,000-lb. Rear Axles)
  - Total Area (Lining)—sq. in.: 718.2
- Optional Brakes (w/15,000-lb. Front and 21,000-lb. Rear Axles)
  - Total Area (Lining)—sq. in.: 664.6
- Optional Brakes (w/15,000-lb. Front and 22,000-lb. Rear Axles)
  - Total Area (Lining)—sq. in.: 732.8
- Optional Compressor: 12 cu. ft. per min.

BRAKE, HAND
- Type: Internal Shoe at Rear of Transmission on Drive Line
  - Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.): 12 x 4—111.6

CLUTCH
- Type: Hydraulically Operated, 13-in., Constant Pressure Two-Plate
- Total Frictional Area—sq. in.: 378

COOLING SYSTEM
- Type—Capacity—qt.: Three-Stage—40
- Thermostats: Two, in Intake Manifold
- Fan, Diameter—in.: 22—6-Blade

DRIVE LINE
- Type: Hotchkiss, Straight-Line Drive
- Propeller Shafts—Number: Two, Tubular, Forged-Steel Ends
- Universal Joints—Number, Type: Three, Needle Roller Bearing
- Center Bearing: Rubber-Encased Ball Type

ELECTRICAL SYSTEM
- Battery: 12-Volt, 78-Plate, 70 Amp-Hr.
- Alternator: 50 Amp., 750 Watts
- Headlights: Dual Sealed-Beam, Foot-Switch Beam Control
- Starter: High Torque, Ignition Key Starter Control
- Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
- Standard: 266-hp 477 Super Duty V-8

FRAME
- Side Rails—Type: Parallel, Channel Section—Tapered Front and Rear
  - Max. Section (Depth x Flange x Thick.)—in.: 9.75 x 3.50 x 0.28
- Reinforcement: Channel, Inside Side Rail
  - Max. Section (Depth x Flange x Thick.)—in.: 9.20 x 3.03 x 0.25
- Section Modulus: 21.75
- Cross Members—Type: Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
- 18-gallon: Frame-Mounted, Left Side
- Optional: 125-gal. Saddle Tanks; 100-gal. Step Tanks; 50-gal. Cylindrical Tank for Right and/or Left Side (Cylindrical not avail. on 132" wb.)

SPRINGS

Semi-Elliptic, Ford Alloy Steel	Front	Rear Main	Rear Auxiliary
Length x Width—in.	51 x 3	60 x 3	37.5 x 3
Number of Leaves	7	10	9
Capacity at Spr. Pad (Norm. Defl.)—Per Spr.	3,880 lb.	15,650 lb. (combined)	
Optional Spring Capacity	4,000 lb.	19,400 lb. (combined)	

STEERING
- Standard—Type: Worm and Dual Row Needle Bearing Roller
- Wheel—Over-all Ratio: 20-in. Dia., 3-Spoke—24.4 to 1

Wheelbase	132"	144"	156"	172"	192"
Turning Circle Dia., Right or Left—ft.	46.1	49.4	52.7	57.9	62.6

- Optional—Type: Master-Guide Power Steering

TRANSMISSION
- Standard: Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
  - Optional: Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
  - Optional: Spicer 6453A 5-Speed Synchro-Silent Overdrive
  - Optional: 8-Speed R-46 Roadranger (6.17, 6.50 or 6.67 axle ratio required)

Gear Positions / Ratios (to 1)	First	Second	Third	Fourth	Fifth	Reverse
6352 5-Speed Direct	7.31	4.09*	2.41*	1.44*	1.00*	7.31
6852G 5-Speed Direct	6.73	3.82*	2.07*	1.37*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.06

R-46 8-Speed Roadranger: 9.76, 6.98, 4.80, 3.48, 2.80, 1.90, 1.36, 1.00; rev. 11.00

- Power Take-Off Opening: SAE 6-Bolt, On Both Sides

*Synchronized Speeds

WHEELS AND TIRES (Standard)
- Wheels—Number—Type: Four—Cast Spoke
- Rims—Number—Size: Seven—22.5 x 7.5
- Tires—Number—Size: Six—11-22.5 12 PR

F-1100 Specifications GVW 30,000 lb. • GCW 65,000 lb. (Opt. GVW 36,000 lb.*)

*Requires 11,000-lb. front axle, 29,000-lb. rear axle, HD rear main springs and special frame

AXLE, FRONT

[illegible]

AXLE, REAR

[illegible]

BRAKES, SERVICE

[illegible]

BRAKE, HAND

[illegible]

CLUTCH

[illegible]

COOLING SYSTEM

[illegible]

DRIVE LINE

[illegible]

ELECTRICAL SYSTEM

[illegible]

ENGINE

[illegible]

FRAME

[illegible]

FUEL TANK (All Tanks include Electric Fuel Pumps)

[illegible]

SPRINGS

[illegible]

STEERING

[illegible]

TRANSMISSION

[illegible]

WHEELS AND TIRES (Standard)

[illegible]

C-850 Specifications GVW 26,000 lb. • GCW 50,000 lb.

C-SERIES POWER TRAIN SELECTIONS
Engine—Transmission—Axle Ratio (to 1) Combinations

	C-850 with 401 SD V-8 Engine		C-950 with 401 SD V-8 Engine	
Transmission	18,000-lb. axle	18,000-lb. 2-Speed axle	21,000-lb. axle	21,000-lb. 2-Speed axle
4652	6.50 or 7.17	6.50 8.87 or 7.17 9.77*	6.50 or 7.17	6.50 8.87 or 7.17 9.77*
4756C	—	6.50 8.87 or 7.17 9.77*	—	6.50 8.87 or 7.17 9.77*
6352	6.50 or 7.17	6.50 8.87 or 7.17 9.77*	6.50 or 7.17	6.50 8.87 or 7.17 9.77*
6852G	—	6.50 8.87 or 7.17 9.77*	—	6.50 8.87 or 7.17 9.77*
6453A	6.50 or 7.17	6.50 8.87 or 7.17 9.77*	6.50 or 7.17	6.50 8.87 or 7.17 9.77*
R-46	6.50	—	6.50	—

	C-1000 with 477 SD V-8		C-1000 with 477 SD V-8 C-1100 with 534 SD V-8		C-1100 with 534 SD V-8	
Transmission	21,000-lb. axle	21,000-lb. 2-Speed axle	22,000-lb. axle	22,000-lb. 2-Speed axle	29,000-lb. axle	29,000-lb. 2-Speed axle
6352	6.50 or 7.17	6.50 8.87	6.17 or 6.67	6.14 8.36 or 6.71 9.13†	7.03	6.42 8.38 or 7.09 9.07
6852G	—	6.50 8.87	—	6.14 8.36 or 6.71 9.13†	—	—
6453A	6.50 or 7.17	6.50 8.87	6.17 or 6.67	6.14 8.36 or 6.71 9.13†	—	—
R-46	6.50	—	6.17 or 6.67	—	—	—

*Not recommended for tractor service.

†Not recommended for tractor service on C-1100 Series.

C-1000 Specifications

GVW 31,000 lb. • GCW 55,000 lb. (Opt. GCW 65,000 lb.[1])

C-850 Specifications GVW 26,000 lb. • GCW 50,000 lb.

AXLE, FRONT
Standard Axle Capacity—lb. 9,000
Optional Axle Capacity—lb. 11,000
Includes 5,000-lb. front springs. Requires air brakes, power steering and cast spoke or 10-hole disc wheels.

AXLE, REAR
Capacity—lb. 18,000
Standard—Type ..... Single Reduction—Spiral Bevel—Full-Floating
Axle Ratios ..... 6.50 or 7.17 to 1
Optional—Type ..... Two-Speed Planet—Full-Floating
Ratios (to 1) ..... 6.50/8.87 or 7.17/9.77*
*7.17/9.77 ratio not recommended for tractor service.

BRAKES, SERVICE
Standard—Type ..... Vacuum-Power Operated, Hydraulic, Two-Shoe
Front: Double Anchor. Rear: Two-Cylinder, Self-Energizing
Front Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16 x $2\frac{1}{4}$—0.25
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16 x 5—0.50
Total Area (Lining)—sq. in. 488.6
Booster (Effective Diaphragm Dia.)—in. ..... $10\frac{1}{4}$
Optional—Type ..... Full-Air, Heavy-Duty Two-Shoe with Slack Adjusters, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
Front Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16 x $2\frac{1}{2}$—0.312
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. ..... $16\frac{1}{2}$ x 6—0.75
Total Area (Lining)—sq. in. 579.3
Compressor ..... $7\frac{1}{4}$ cu. ft. per min.
Air Reservoir Tanks ..... Two—830-cu. in. Cap'y each

BRAKE, HAND
Standard—Type: Drum and Contracting Band at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.) ..... $10\frac{1}{2}$ x 3—97.7
Optional—Type (with 6000 Series and R-46 Transmissions) ..... Internal Shoe
Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.) ..... 12 x 4—151.6

CLUTCH
Type ..... Hydraulically Operated, 13-in., Constant Pressure Two-Plate
Total Frictional Area—sq. in. 378

COOLING SYSTEM
Type—Capacity—qt. ..... Three-Stage—51
Thermostats ..... Two, in Intake Manifold
Fan, Diameter—in. ..... 21—5-Blade

DRIVE LINE
Type ..... Hotchkiss, Straight-Line Drive
Propeller Shafts—Number, Type ..... (99" & 111" wb.) One, Tubular, Forged-Steel Ends (135" & 153" wb.) Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type ..... (99" & 111" wb.) Two, Needle Roller Bearing (135" & 153" wb.) Three, Needle Roller Bearing
Center Bearing ..... Rubber-Encased Ball Type

ELECTRICAL SYSTEM
Battery ..... 12-Volt, 78-Plate, 70 Amp-Hr
Alternator ..... 50 Amp., 750 Watts
Headlights ..... Dual Sealed-Beam, Foot-Switch Beam Control
Starter ..... High Torque, Ignition Key Starter Control
Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
Standard ..... 226-hp 401 Super Duty V-8

FRAME
Side Rails—Type ..... Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in. ..... 9.5 x 3.0 x 0.25
Reinforcement ..... Channel, Inside Side Rail
Max. Section (Depth x Flange x Thick.)—in. ..... 9.0 x 2.50 x 0.19
Section Modulus 14.93
Cross Members—Type ..... Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
Standard ..... Frame-Mounted, Left Side
Optional ..... 125-gal. Saddle Tanks, 66-gal. Cylindrical Tank for Right and/or Left Side

SHOCK ABSORBERS (Front)
Standard—Type ..... Double-Acting, Telescopic

SPRINGS

	Front	Rear: Main	Rear: Auxiliary
Semi-Elliptic, Ford Alloy Steel			
Length x Width—in.	37 x 3	56 x 3	37.5 x 3
Number of Leaves		10	7
Capacity at Spg. Pad (Norm. Defl.)—Per Spring	4000 lb.	7400 lb.	combined
Optional Spring Capacity		8700 lb.	combined

STEERING
Standard—Type ..... Worm and Dual Row Needle Bearing Roller
Wheel—Over-all Ratio ..... 20in. Dia., 3-Spoke—24.4 to 1
Wheelbase ..... 99" 111" 135" 153"
Turning Circle Dia., Right or Left—ft. 37.9 41.1 47.7 52.6
Optional—Type ..... Master-Guide Power Steering

TRANSMISSION
Standard ..... Spicer 4652 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 4756C 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 6453A 5-Speed Synchro-Silent Overdrive
Optional ..... 8-Speed R-46 Roadranger (6.50 axle ratio and air brakes required)

Gear Positions	First	Second	Third	Fourth	Fifth	Reverse
Ratios (to 1):						
4652 5-Speed Direct	7.40	4.00*	2.47*	1.45*	1.00*	7.84
4756C 5-Speed Direct	6.90	3.52*	1.93*	1.17*	1.00*	6.88
6352 5-Speed Direct	7.31	4.00*	2.41*	1.44*	1.00*	7.33
6852G 5-Speed Direct	6.71	3.52*	1.97*	1.17*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.00
R-46 8-Speed Roadranger	9.78, 6.98, 4.99, 3.68, 2.66, 1.90, 1.36, 1.00, rev. 11.01					

Power Take-Off Opening ..... SAE 6-Bolt, On Both Sides
*Synchronized Speeds

WHEELS AND TIRES (Standard)
Wheels—Number—Type ..... Four—Cast Spoke
Rims—Number—Size ..... Seven—22.5 x 7.5
Tires—Number—Size ..... Six—10-22.5 10 PR

C-950 Specifications GVW 30,000 lb. • GCW 55,000 lb.

AXLE, FRONT
Standard Axle Capacity—lb. 9,000
Optional Axle Capacity—lb. 11,000
Includes 5,000-lb. front springs. Requires air brakes, power steering.
Optional Axle Capacity—lb. 15,000
Includes 6,000-lb. front springs. Requires air brakes, power steering.

AXLE, REAR
Capacity—lb. 21,000
Standard—Type ..... Single Reduction—Spiral Bevel—Full-Floating
Axle Ratios ..... 6.50 or 7.17 to 1
Optional—Type ..... Two-Speed Planet—Full-Floating
Ratios (to 1) ..... 6.50/8.87 or 7.17/9.77*
*7.17/9.77 ratio not recommended for tractor service.

BRAKES, SERVICE
Standard—Type ..... Vacuum-Power Operated, Hydraulic, Two-Shoe
Front: Double Anchor. Rear: Two-Cylinder, Self-Energizing
Front Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16 x $2\frac{1}{4}$—0.25
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16 x 6—0.50
Total Area (Lining)—sq. in. 456.2
Booster (Effective Piston Dia.)—in. ..... $9\frac{1}{2}$
Optional—Type (w/9,000-lb. front axle): Full-Air, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
Front Brake (Drum Dia. x Lining Width—Thickness)—in. ..... $16\frac{1}{2}$ x $3\frac{1}{2}$—0.44
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. ..... $16\frac{1}{2}$ x 6—0.75
Total Area (Lining)—sq. in. 636.0
Compressor ..... $7\frac{1}{4}$ cu. ft. per min.
Air Reservoir Tanks ..... Two—1,150-cu. in. Cap'y each
Optional Compressor ..... 12 cu. ft. per min.
Optional Full Air Brakes (w/15,000 front axle):
Front Brake (Drum Dia. x Lining Width—Thickness)—in. ..... $17\frac{1}{2}$ x $3\frac{1}{2}$—0.44
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. ..... $16\frac{1}{2}$ x 6—0.50
Total Area (Lining)—sq. in. 664.6

BRAKE, HAND
Standard—Type: Drum and Contracting Band at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.) ..... $10\frac{1}{2}$ x 3—97.7
Optional—Type (with 6000 Series and R-46 Transmissions) ..... Internal Shoe
Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.) ..... 12 x 4—151.6

CLUTCH
Type ..... Hydraulically Operated, 13-in., Constant Pressure Two-Plate
Total Frictional Area—sq. in. 378

COOLING SYSTEM
Type—Capacity—qt. ..... Three-Stage—51
Thermostats ..... Two, in Intake Manifold
Fan, Diameter—in. ..... 21—5-Blade

DRIVE LINE
Type ..... Hotchkiss, Straight-Line Drive
Propeller Shafts—Number, Type ..... (99" & 111" wb.) One, Tubular, Forged-Steel Ends (135" & 153" wb.) Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type ..... (99" & 111" wb.) Two, Needle Roller Bearing (135" & 153" wb.) Three, Needle Roller Bearing
Center Bearing ..... Rubber-Encased Ball Type

ELECTRICAL SYSTEM
Battery ..... 12-Volt, 78-Plate, 70 Amp-Hr
Alternator ..... 50 Amp., 750 Watts
Headlights ..... Dual Sealed-Beam, Foot-Switch Beam Control
Starter ..... High Torque, Ignition Key Starter Control
Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
Standard ..... 226-hp 401 Super Duty V-8

FRAME
Side Rails—Type ..... Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in. ..... 9.75 x 3.50 x 0.25
Reinforcement ..... Channel, Inside Side Rail
Max. Section (Depth x Flange x Thick.)—in. ..... 9.20 x 3.05 x 0.25
Section Modulus 20.76
Cross Members—Type ..... Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
Standard ..... Frame-Mounted, Left Side
Optional ..... 125-gal. Saddle Tanks, 66-gal. Cylindrical Tank for Right and/or Left Side

SHOCK ABSORBERS (Front)
Standard—Type ..... Double-Acting, Telescopic

SPRINGS

	Front	Rear: Main	Rear: Auxiliary
Semi-Elliptic, Ford Alloy Steel			
Length x Width—in.	37 x 3	56 x 3	37.5 x 3
Number of Leaves		10	7
Capacity at Spg. Pad (Norm. Defl.)—Per Spring	4000 lb.	7500 lb.	combined
Optional Spring Capacity		10000 lb.	combined

STEERING
Standard—Type ..... Worm and Dual Row Needle Bearing Roller
Wheel—Over-all Ratio ..... 20in. Dia., 3-Spoke—24.4 to 1
Wheelbase ..... 99" 111" 135" 153"
Turning Circle Dia., Right or Left—ft. 37.9 41.2 47.8 52.7
Optional—Type ..... Master-Guide Power Steering

TRANSMISSION
Standard ..... Spicer 4652 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 4756C 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
Optional ..... Spicer 6453A 5-Speed Synchro-Silent Overdrive
Optional ..... 8-Speed R-46 Roadranger (6.50 axle ratio and air brakes required)

Gear Positions	First	Second	Third	Fourth	Fifth	Reverse
Ratios (to 1):						
4652 5-Speed Direct	7.40	4.00*	2.47*	1.45*	1.00*	7.84
4756C 5-Speed Direct	6.90	3.52*	1.93*	1.17*	1.00*	6.88
6352 5-Speed Direct	7.31	4.00*	2.41*	1.44*	1.00*	7.33
6852G 5-Speed Direct	6.71	3.52*	1.97*	1.17*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.00
R-46 8-Speed Roadranger	9.78, 6.98, 4.99, 3.68, 2.66, 1.90, 1.36, 1.00, rev. 11.01					

Power Take-Off Opening ..... SAE 6-Bolt, On Both Sides
*Synchronized Speeds

WHEELS AND TIRES (Standard)
Wheels—Number—Type ..... Four—Cast Spoke
Rims—Number—Size ..... Seven—22.5 x 7.5
Tires—Number—Size ..... Six—11-22.5 12 PR

C-1000 Specifications

GVW 31,000 lb. • GCW 55,000 lb. (Opt. GCW 65,000 lb.*)

*Requires 22,000-lb. rear axle

AXLE, FRONT
- Standard Axle Capacity—lb. 5,000
- Optional Axle Capacity—lb. 11,000
  - Includes 5,000-lb. front springs. Requires power steering.
- Optional Axle Capacity—lb. 15,000
  - Includes 6,800-lb. front springs. Requires power steering.

AXLE, REAR
- Capacity—lb. 21,000
- Standard—Type ..... Single Reduction—Spiral Bevel—Full-Floating
  - Axle Ratios ..... 6.50 or 7.17 to 1
- Optional—Type ..... Two-Speed Planet—Full-Floating
  - Ratios (to 1) ..... 6.50 x 3.*
- Optional Capacity—lb. 22,000
  - Type ..... Single Reduction—Spiral Bevel—Full-Floating
    - Axle Ratios ..... 6.17 or 6.67 to 1
  - Type ..... Two-Speed Planet—Full-Floating
    - Ratios (to 1) ..... 6.14 x 3.36 or 6.71 x 3.13

BRAKES, SERVICE
- Standard—Type ..... Full-Air, Heavy-Duty Two-Shoe with Slack Adjusters, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
- Front Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16½ x 3½—0.44
- Rear Brake (Drum Dia. x Lining Width—Thickness)—in. ..... 16½ x 6—0.75
- Total Area (Lining)—sq. in. 650.0
- Compressor ..... 7¼ cu. ft. per min.
- Air Reservoir Tanks ..... Two—1,150-cu. in. Cap'y each
- Optional Brakes (w/9,000- or 11,000-lb. Front and 22,000-lb. Rear Axles) 718.2
  - Total Area (Lining)—sq. in.
- Optional Brakes (w/15,000-lb. Front and 21,000-lb. Rear Axles) 664.6
  - Total Area (Lining)—sq. in.
- Optional Brakes (w/15,000-lb. Front and 22,000-lb. Rear Axles) 732.8
  - Total Area (Lining)—sq. in.
- Optional Compressor ..... 12 cu. ft. per min.

BRAKE, HAND
- Type ..... Internal Shoe at Rear of Transmission on Drive Line
- Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.) ..... 12 x 4—111.6

CLUTCH
- Type ..... Hydraulically Operated, 13-in., Constant Pressure Two-Plate
- Total Frictional Area—sq. in. 378

COOLING SYSTEM
- Type—Capacity—qt. ..... Three-Stage—51
- Thermostats ..... Two, in Intake Manifold
- Fan, Diameter—in. ..... 23—5-Blade

DRIVE LINE
- Type ..... Hotchkiss, Straight-Line Drive
- Propeller Shafts—Number, Type ..... 99" & 111" wb.: One, Tubular, Forged-Steel Ends (135" & 153" wb.: Two, Tubular, Forged-Steel Ends
- Universal Joints—Number, Type ..... 99" & 111" wb.: Two, Needle Roller Bearing (135" & 153" wb.: Three, Needle Roller Bearing
- Center Bearing ..... Rubber-Encased Ball Type

ELECTRICAL SYSTEM
- Battery ..... 12-Volt, 78-Plate, 70 Amp-Hr
- Alternator ..... 50 Amp., 750 Watts
- Headlights ..... Dual Sealed-Beam, Foot-Switch Beam Control
- Starter ..... High Torque, Ignition Key Starter Control
- Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
- Standard ..... 260-hp 477 Super Duty V-8

FRAME
- Side Rails—Type ..... Parallel, Channel Section—Tapered Front and Rear
  - Max. Section (Depth x Flange x Thick.)—in. ..... 9.75 x 3.50 x 0.28
- Reinforcement ..... Channel, Inside Side Rail
  - Max. Section (Depth x Flange x Thick.)—in. ..... 9.20 x 3.03 x 0.25
- Section Modulus 21.75
- Cross Members—Type ..... Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
- 18-gallon ..... Frame-Mounted, Left Side
- Optional ..... 125-gal. Saddle Tanks, 66-gal. Cylindrical Tank for Right and/or Left Side

SHOCK ABSORBERS (Front)
- Standard—Type ..... Double-Acting, Telescopic

SPRINGS

	Front	Rear Main	Rear Auxiliary
Semi-Elliptic, Ford Alloy Steel			
Length x Width—in.	57 x 3	56 x 3	37.5 x 3
Number of Leaves	9	10	9
Capacity at Spg. Pad (Norm. Defl.)—Per Spg.	4000 lb.	9650 lb. (combined)	
Optional Spring Capacity		10400 lb. (combined)	

STEERING
- Standard—Type ..... Worm and Dual Row Needle Bearing Roller
- Wheel—Overall Ratio ..... 20-in. Dia., 3-Spoke—24.4 to 1

Wheelbase	99"	111"	135"	153"
Turning Circle Dia., Right or Left—ft.	37.7	41.0	47.6	52.5

- Optional—Type ..... Master-Guide Power Steering

TRANSMISSION
- Standard ..... Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
  - Optional ..... Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
  - Optional ..... Spicer 6453A 5-Speed Synchro-Silent Overdrive
  - Optional ..... 8-Speed R-46 Roadranger (6.17, 6.50 or 6.67 axle ratio required)

Gear Positions — Ratios (to 1)	First	Second	Third	Fourth	Fifth	Reverse
6352 5-Speed Direct	7.31	4.09*	2.41*	1.44*	1.00*	7.33
6852G 5-Speed Direct	6.71	3.52*	1.97*	1.17*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.09
R-46 8-Speed Roadranger	7.78, 6.98, 4.99, 3.68, 2.66, 1.90, 1.36, 1.00, rev. 11.01					

- Power Take-Off Opening ..... SAE 6-Bolt, On Both Sides

*Synchronized Speeds

WHEELS AND TIRES (Standard)
- Wheels—Number—Type ..... Four—Cast Spoke
- Rims—Number—Size ..... Seven—22.5 x 7.5
- Tires—Number—Size ..... Six—11-22.5 12 PR

C-1100 Specifications

GVW 31,000 lb. • GCW 65,000 lb. (Opt. GVW 36,000 lb.*)

*Requires 17,000-lb. front axle, 29,000-lb. rear axle, HD rear main springs and special frame

AXLE, FRONT
- Standard Axle Capacity—lb. 5,000
- Optional Axle Capacity—lb. 11,000
  - Includes 5,000-lb. front springs. Requires power steering.
- Optional Axle Capacity—lb. 15,000
  - Includes 6,800-lb. front springs. Requires power steering.

AXLE, REAR
- Capacity—lb. 22,000
- Standard—Type ..... Single Reduction—Spiral Bevel—Full-Floating
  - Axle Ratios ..... 6.17 or 6.67 to 1
- Optional—Type ..... Two-Speed Planet—Full-Floating
  - Ratios (to 1) ..... 6.14 x 3.36 or 6.71 x 3.13*
- Optional Capacity—lb. 20,000**
  - Type ..... Double Reduction—Hypoid, Helical—Full-Floating
    - Axle Ratios ..... 7.03 to 1
  - Type ..... Two-Speed Double Reduction—Full-Floating
    - Ratios (to 1) ..... 6.42 x 3.38 or 7.09 x 3.07

*Not recommended for tractor service.
**With 6352 transmission only. Not available with 99" wb.

BRAKES, SERVICE
- Standard—Type ..... Full-Air, Heavy-Duty Two-Shoe with Slack Adjusters, Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer
- Front Brake (Drum Dia. x Lining Width—Thick.)—in. ..... 16½ x 3½—0.44
- Rear Brake (Drum Dia. x Lining Width—Thick.)—in. ..... 16½ x 7—0.75
- Total Area (Lining)—sq. in. 718.2
- Compressor ..... 7¼ cu. ft. per min.
- Air Reservoir Tanks ..... Two—1,150-cu. in. Cap'y each
- Optional Brakes (w/15,000-lb. Front and 22,000-lb. or 29,000-lb. Rear Axles) 732.8
  - Total Area (Lining)—sq. in.
- Optional Compressor ..... 12 cu. ft. per min.

BRAKE, HAND
- Type ..... Internal Shoe at Rear of Transmission on Drive Line
- Size (Drum Dia. x Lining Width, in.—Lining Area, sq. in.) ..... 12 x 4—111.6

CLUTCH
- Type ..... Hydraulically Operated, 13-in., Constant Pressure Two-Plate
- Total Frictional Area—sq. in. 378

COOLING SYSTEM
- Type—Capacity—qt. ..... Three-Stage—52
- Thermostats ..... Two, in Intake Manifold
- Fan, Diameter—in. ..... 23—5-Blade

DRIVE LINE
- Type ..... Hotchkiss, Straight-Line Drive
- Propeller Shafts—Number, Type ..... 99" & 111" wb.: One, Tubular, Forged-Steel Ends (135" & 153" wb.: Two, Tubular, Forged-Steel Ends
- Universal Joints—Number, Type ..... 99" & 111" wb.: Two, Needle Roller Bearing (135" & 153" wb.: Three, Needle Roller Bearing
- Center Bearing ..... Rubber-Encased Ball Type

ELECTRICAL SYSTEM
- Battery ..... 12-Volt, 78-Plate, 70 Amp-Hr
- Alternator ..... 50 Amp., 750 Watts
- Headlights ..... Dual Sealed-Beam, Foot-Switch Beam Control
- Starter ..... High Torque, Ignition Key Starter Control
- Parking Lights, Left Combination Stop and Taillight, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Rectifier

ENGINE
- Standard ..... 277-hp Super Duty V-8

FRAME
- Side Rails—Type ..... Parallel, Channel Section—Tapered Front and Rear
  - Max. Section (Depth x Flange x Thick.)—in. ..... 9.75 x 3.50 x 0.28
- Reinforcement ..... Channel, Inside Side Rail
  - Max. Section (Depth x Flange x Thick.)—in. ..... 9.20 x 3.03 x 0.25
- Section Modulus 21.75
- Cross Members—Type ..... Flanged "U" Type with Alligator Jaw or Channel Type

FUEL TANK (All Tanks include Electric Fuel Pumps)
- 18-gallon ..... Frame-Mounted, Left Side
- Optional ..... 125-gal. Saddle Tanks, 66-gal. Cylindrical Tank for Right and/or Left Side

SHOCK ABSORBERS (Front)
- Standard—Type ..... Double-Acting, Telescopic

SPRINGS

	Front	Rear Main	Rear Auxiliary
Semi-Elliptic, Ford Alloy Steel			
Length x Width—in.	57 x 3	56 x 3	37.5 x 3
Number of Leaves	9	10	9
Capacity at Spg. Pad (Norm. Defl.)—Per Spg.	4000 lb.	9650 lb. (combined)	
Optional Spring Capacity		10400 lb. (combined)	

STEERING
- Standard—Type ..... Worm and Dual Row Needle Bearing Roller
- Wheel—Overall Ratio ..... 20-in. Dia., 3-Spoke—24.4 to 1

Wheelbase	99"	111"	135"	153"
Turning Circle Dia., Right or Left—ft.	37.8	41.1	47.8	52.8

- Optional—Type ..... Master-Guide Power Steering

TRANSMISSION
- Standard ..... Spicer 6352 5-Speed Synchro-Silent Direct-In-Fifth
  - Optional ..... Spicer 6852G 5-Speed Synchro-Silent Direct-In-Fifth
  - Optional ..... Spicer 6453A 5-Speed Synchro-Silent Overdrive
  - Optional ..... 8-Speed R-46 Roadranger (6.17 or 6.67 axle ratio required)

Gear Positions — Ratios (to 1)	First	Second	Third	Fourth	Fifth	Reverse
6352 5-Speed Direct	7.31	4.09*	2.41*	1.44*	1.00*	7.33
6852G 5-Speed Direct	6.71	3.52*	1.97*	1.17*	1.00*	6.72
6453A 5-Speed Overdrive	6.07	3.40*	1.79*	1.00*	0.83*	6.09
R-46 8-Speed Roadranger	7.78, 6.98, 4.99, 3.68, 2.66, 1.90, 1.36, 1.00, rev. 11.01					

- Power Take-Off Opening ..... SAE 6-Bolt, On Both Sides

*Synchronized Speeds

WHEELS AND TIRES (Standard)
- Wheels—Number—Type ..... Four—Cast Spoke
- Rims—Number—Size ..... Seven—22.5 x 7.5
- Tires—Number—Size ..... Six—11-22.5 12 PR

T-SERIES POWER TRAIN SELECTIONS

Engine—Transmission—Axle Ratio (to 1) Combinations

T-850

Transmission	401 SD V-8		477 SD V-8	534 SD V-8
	28,000-lb. axle	34,000-lb. axle	34,000-lb. axle	34,000-lb. axle
4652 w o Aux.	7.07 or 7.79	7.80 or 8.60	—	—
4652 w 7231B	7.07 or 7.79	7.80 or 8.60	—	—
4652 w 7231D	7.07 or 7.79	7.80 or 8.60	—	—
6352 w o Aux.	7.07 or 7.79	7.80 or 8.60	6.69 or 7.80	5.85, 6.69 or 7.80
6352 w 7231B	7.07 or 7.79	7.80 or 8.60	6.69 or 7.80	5.85, 6.69 or 7.80
6352 w 7231D	7.07 or 7.79	7.80 or 8.60	6.69 or 7.80	—
R-46	7.07 or 7.79	6.69 or 7.80	5.85, 6.69 or 7.80	5.85, 6.69 or 7.80

T-950

Transmission	401 SD V-8	477 SD V-8	534 SD V-8
	38,000-lb. axle	38,000-lb. axle	38,000-lb. axle
4652 w o Aux.	7.60 or 8.38	—	—
4652 w 7231B	7.60 or 8.38	—	—
4652 w 7231D	7.60 or 8.38	—	—
6352 w o Aux.	7.60 or 8.38	6.50, 7.60 or 8.38	5.57, 6.50, 7.60 or 8.38
6352 w 7231B	7.60 or 8.38	6.50, 7.60 or 8.38	5.57, 6.50, 7.60 or 8.38
6352 w 7231D	7.60 or 8.38	6.50, 7.60 or 8.38	6.50, 7.60 or 8.38
R-46	7.60	6.50 or 7.60	5.57 or 6.50

T-850 Specifications GVW 43,000 lb. • GCW 70,000 lb. (Opt. GVW 37,000* or 45,000† lb.)—(Opt. GCW 55,000 lb.*)

*Requires 28,000-lb. rear axle, 9,000-lb. front axle and 401 SD V-8
†Requires 34,000-lb. rear axle, 11,000-lb., or 15,000-lb. front axle, air brakes and maximum size wheels and tires

AXLE, FRONT
[illegible]

AXLE, REAR
[illegible]

BRAKES, SERVICE
[illegible]

BRAKE, HAND
[illegible]

CLUTCH
[illegible]

COOLING SYSTEM
[illegible]

DRIVE LINE
[illegible]

ELECTRICAL SYSTEM
[illegible]

ENGINE
[illegible]

FRAME
[illegible]

FUEL TANK (All Tanks include Electric Fuel Pumps)
[illegible]

SPRINGS
[illegible]

STEERING
[illegible]

TRANSMISSION
[illegible]

TRANSMISSION, AUXILIARY (except 144" wb.)
[illegible]

WHEELS AND TIRES (Standard)
[illegible]

T-950 Specifications GVW 46,000 lb. • GCW 75,000 lb. (Opt. GVW 48,000* or 51,000† lb.)

*Requires 11,000-lb. front axle
†Requires 15,000-lb. front axle

AXLE, FRONT
[illegible]

AXLE, REAR
[illegible]

BRAKES, SERVICE
[illegible]

BRAKE, HAND
[illegible]

CLUTCH
[illegible]

COOLING SYSTEM
[illegible]

DRIVE LINE
[illegible]

ELECTRICAL SYSTEM
[illegible]

ENGINE
[illegible]

FRAME
[illegible]

FUEL TANK (All Tanks include Electric Fuel Pumps)
[illegible]

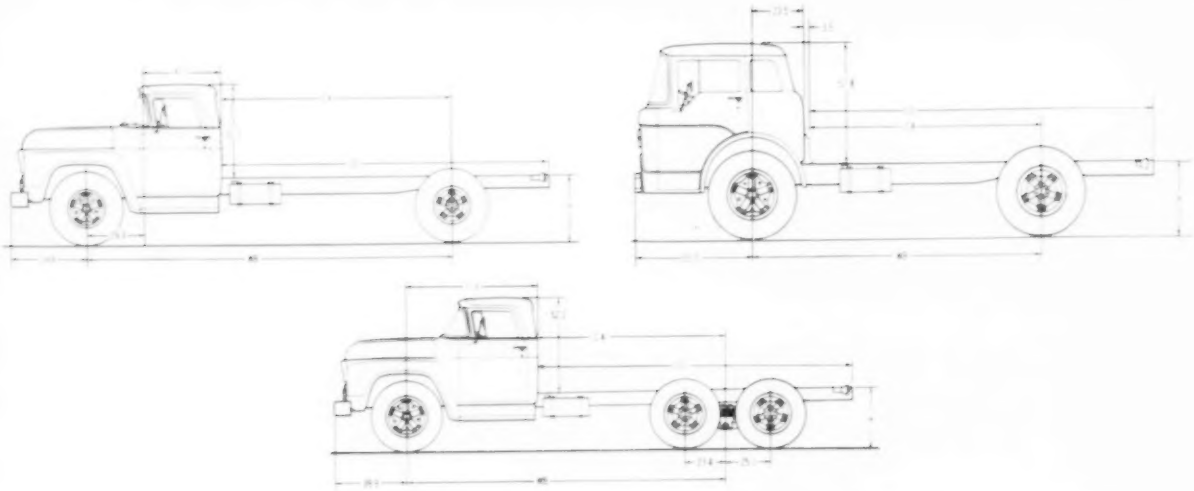
SPRINGS
[illegible]

STEERING
[illegible]

TRANSMISSION
[illegible]

TRANSMISSION, AUXILIARY
[illegible]

WHEELS AND TIRES (Standard)
[illegible]



DIMENSIONS AND CHASSIS WEIGHTS

MODEL	WB (in.)	CA (in.)	CE (in.)	Nom. Body Lengths ft.	Curb Weights* (lb.) Front	Rear	Total
					10-22.5 10 PR Tires		
	132	60.5	111.7	7½-9	3995	2930	6925
F-850	144	72.5	123.7	9-11	4010	2950	6960
GVW 25,000 lb.	156	84.5	135.7	10-13	4035	3000	7035
	175	103.5	163.5	13-16	4065	3065	7130
	192	120.5	180.5	15-19	4175	3035	7210
					11-22.5 12 PR Tires		
F-950	132	60.5	111.7	7½-9	4285	3255	7540
GVW 29,000 lb.	144	72.5	123.7	9-11	4320	3285	7605
	156	84.5	135.7	10-13	4365	3335	7700
	175	103.5	163.5	13-16	4420	3390	7810
	192	120.5	180.5	15-19	4460	3425	7885
					11-22.5 12 PR Tires		
F-1000	132	60.5	111.7	7½-9	4340	3530	7870
GVW 30,000 lb.	144	72.5	123.7	9-11	4375	3565	7940
	156	84.5	135.7	10-13	4420	3610	8030
	175	103.5	163.5	13-16	4475	3665	8140
	192	120.5	180.5	15-19	4510	3700	8210
					11-22.5 12 PR Tires		
F-1100	132	60.5	111.7	7½-9	4345	3700	8045
GVW 30,000 lb.	144	72.5	123.7	9-11	4380	3735	8115
OPT. GVW 36,000 lb.	156	84.5	135.7	10-13	4425	3780	8205
	175	103.5	163.5	13-16	4480	3835	8315
	192	120.5	180.5	15-19	4520	3875	8395
					10-22.5 10 PR Tires		
C-850	99	72	123.2	9-11	5030	2335	7365
GVW 26,000 lb.	111	84	135.2	10-13	5040	2355	7395
	135	108	168.0	13-16	5135	2410	7545
	153	126	186.0	16-20	5175	2450	7625
					11-22.5 12 PR Tires		
C-950	99	72	123.2	9-11	5205	2775	7980
GVW 30,000 lb.	111	84	135.2	10-13	5225	2805	8030
	135	108	168.0	13-16	5320	2880	8200
	153	126	186.0	16-20	5375	2935	8310
					11-22.5 12 PR Tires		
C-1000	99	72	123.2	9-11	5465	3025	8490
GVW 31,000 lb.	111	84	135.2	10-13	5495	3050	8545
	135	108	168.0	13-16	5560	3095	8655
	153	126	186.0	16-20	5610	3125	8735
					11-22.5 12 PR Tires		
C-1100	99	72	123.2	9-11	5465	3195	8660
GVW 31,000 lb.	111	84	135.2	10-13	5495	3220	8715
OPT. GVW 36,000 lb.	135	108	168.0	13-16	5560	3265	8825
	153	126	186.0	16-20	5610	3295	8905
					10-22.5 10 PR Tires		
T-850	144	72.5	128.5	10-11	4100	6020	10120
GVW 43,000 lb.	156	84.5	144.5	11-13	4140	6055	10195
OPT. GVW 45,000 lb.	175	103.5	175.5	13-16	4210	6105	10315
OPT. GVW 37,000 lb.	192	120.5	204.5	15-19	4275	6155	10430
					11-22.5 12 PR Tires		
T-950							
GVW 46,000 lb.	156	84.5	144.5	11-13	4670	6735	11405
OPT. GVW 48,000 lb.	175	103.5	175.5	13-16	4795	6860	11655
OPT. GVW 51,000 lb.	192	120.5	204.5	15-19	4840	6905	11745

FRAME HEIGHT AT REAR AXLE

SERIES	TIRE SIZE	H (in.) Empty	Loaded
F-850	10-22.5 10 PR	36.0	33.0
	11-22.5 12 PR	36.6	33.6
F-950 thru F-1100	11-22.5 12 PR	36.2	33.7
	11-24.5 12 PR	37.2	34.7
	12-22.5 12 or 14 PR	36.9	34.4
	12-24.5 12 PR	37.9	35.4
C-850	10-22.5 10 PR	35.1	32.9
	11-22.5 12 PR	35.7	33.5
C-950 thru C-1100	11-22.5 12 PR	36.1	33.7
	11-24.5 12 PR	37.1	34.7
	12-22.5 12 or 14 PR	36.8	34.4
	12-24.5 12 PR	37.8	35.4
T-850	10-22.5 10 PR	38.7	37.7
	11-22.5 12 PR	39.3	38.3
T-950	11-22.5 12 PR	40.3	39.3
	11-24.5 12 PR	41.3	39.3
	12-22.5 12 or 14 PR	41.0	40.0
	12-24.5 12 PR	42.0	41.0

OPTIONAL EQUIPMENT ADD WEIGHTS

	Front	Rear	Total
Axle, Front—11,000 lb.			
F-850	110	0	110
F-950, F-1000, F-1100, T-850, T-950	90	0	90
C-850, C-950	115	0	115
C-1000	80	0	80
C-1100	105	0	105
Axle, Front—15,000 lb.			
F-1000, F-1100	280	0	280
C-950	250	0	250
C-1000	330	0	330
C-1100	360	0	360
T-850, T-950	380	0	380
Axle, Rear—Single-Speed			
F-C-1000—22,000 lb	0	90	90
F-C-1100—29,000 lb	0	225	225
Axle, Rear—Two-Speed			
F-C-850—18,000 lb	0	125	125
F-C-950, F-C-1000—21,000 lb	0	25	25
F-C-1000—22,000 lb	0	150	150
F-C-1100—29,000 lb	0	325	325
Axle, Rear—Tandem			
T-850—28,000 lb	0	345†	345†
Brakes, Full Air			
F-850, C-850	95	205	300
F-950, C-950	90	165	255
T-850	120	405	525
Power Steering (F- & C-Series)	100	0	100
Transmission—6000 Series			
F-850, F-950	110	35	145
T-850	65	20	85
T-950	95	30	125
Transmission—Roadranger			
F-850, F-950	195	40	235
F-1000, F-1100	75	15	90
C-850, C-950	185	100	285
C-1000, C-1100	60	25	85
T-850 (over 4000 Series)	195	35	230
T-950 (over 4000 Series)	170	40	210
Tires, Tubeless			
F-C-850 11-22.5 12 PR (7.5)	66	140	206
F-C-950 thru 1100 11-24.5 12 PR (8.25)	58	134	192
12-22.5 12 PR (8.25)	46	103	149
12-24.5 12 PR (8.25)	76	170	246
12-22.5 14 PR (8.25)	68	147	215
T-850 11-22.5 12 PR (7.5)	66	273	339
T-950 11-24.5 12 PR (8.25)	58	250	308
12-22.5 12 PR (8.25)	46	195	241
12-24.5 12 PR (8.25)	76	322	398
12-22.5 14 PR (8.25)	68	272	340

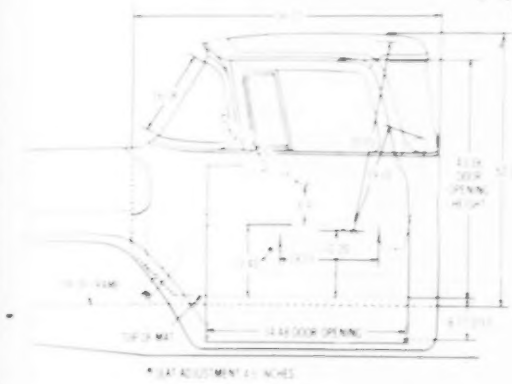
*All weights are estimated. Curb weights include standard cab and equipment, full tank of fuel, oil and lubricants. For Chassis-Cowl deduct 395 lb. "Front," 175 lb. "Rear" and 570 lb. "Total." †Deduct.

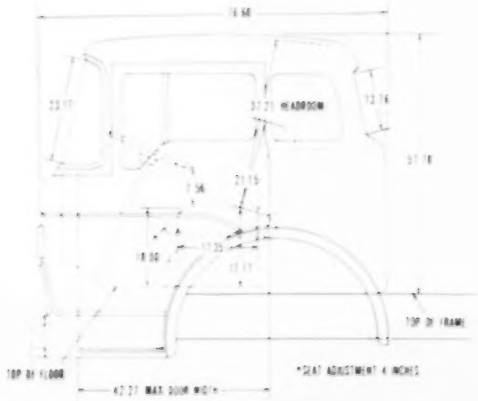
FORD Driverized Cabs

GREATEST CAB LUXURY AND VALUE—FORD'S CUSTOM CAB—

Conventional and Tilt (shown above)
Add to Ford's standard cab features all these custom "extras," and you'll see why the Custom Cab is worth its small additional cost!

- Two-tone woven nylon-saran brown and white hound's-tooth pattern seat upholstery
- Foam-rubber padding in seat cushion
- Foam-rubber padding in seat back (driver's section, Tilt Cab)
- Thermacoustic headlining backed by one-half inch of glass wool insulation
- Sound deadener on floor and rear cab panel
- Insulation on cowl wall in cab (Conventional Cab)
- Attractive hardboard door and cowl-side trim panels (Conventional Cab)
- Arm rest on left door (Conventional Cab)
- Fold-down arm rest on driver's side (Tilt Cab)
- Large dome light with manual switch
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal grille and hooded headlight assembly (Conventional Cab)
- Bright-metal windshield reveal molding
- Bright-metal parking light rims (Standard Tilt Cab)
- "Custom Cab" emblem on each door
- Matched locks on both doors





STANDARD CAB EQUIPMENT

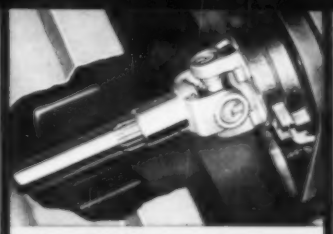
(In addition to items listed on specification pages)

- Air Wing Ventilators in Doors
- Ammeter
- Ash Receptacle
- Cab All-Weather Ventilation (C-Series)
- Channel Front Bumper
- Choke Control
- Differential Lockout Control with Warning Light (T-Series)
- Dispatch Box
- Door Lock, Right Side
- Fuel Gauge
- Full-Wrap Windshield
- Hand Throttle
- Hi-Dri Cowl Ventilator (F- and T-Series)
- Horns, Twin Electric
- Inboard Cab Step
- Instrument Panel
- Light Switch
- Mirror, Rearview, Outside Left
- Oil Pressure Gauge
- Running Boards (F- and T-Series)
- Speedometer
- Sun Visor, Left Side
- Tachometer
- Tools
- Water Temperature Gauge
- Windshield Wipers, Dual Electric —Air on Air-Equipped Chassis

STANDARD COLORS

Choice of Vermilion, Midnight Blue, Azure Blue, Gunmetal Gray, Raven Black, Colonial White, Meadow Green, Seaspray Green, Goldenrod Yellow or Prime (F- and T-Series) on hood, fenders, cowl, cab, interior metal, inboard cab step, running boards and fuel filler cap. Any of the above colors can be combined with Colonial White for a smart Two Tone effect on the cab. (C-Series: on cab, interior metal, and inboard cab step.) Painted Raven Black are frame, door vent frame and glass channel, fuel tank, taillight, springs, axles, and wheels. Painted Colonial White are bumper, grille, dual headlight assembly, parking light rims and outside rearview mirror. Headlights and parking light rims are bright-metal on C-Series.

Full-view mirror (Western type) has a large 6 x 16 inch reflecting surface for maximum side and rear visibility. Adjustable arms and mirror.



Front-end power take-off for front-mounted pump, etc. Power take-off unit consisting of damper assembly and jack shaft available on Ford F- and T-Series.

Heavy-duty grille guard is braced to truck frame for grille, radiator and headlight protection. Rugged bar steel construction. Tow hooks also available.

Full-wrap rear window provides wide-angle visibility. Over 766 sq. in. available on F- & T-Series for Standard or Custom Cabs. Bright-metal molding around window.

FORD Accessories and Optional Equipment in addition to those previously shown:

REGULAR PRODUCTION OPTIONS

Air Horns, on air equipped models
Arm Rest, Left (Standard Cab)
Cab, Custom
Carrier, Spare Wheel
Heater and Defroster, MagicAire or Recirculating
Hydraulic Jack, 5-ton (F- & C-850), 8-ton (F- & C-950, 1000 & 1100; T-850 & 950)
Padded Instrument Panel and Cushioned Visors
Radio
Spare Tire, Tubeless
Sun Visor, right side (Standard Cab)
Tinted Glass
Tube-Type Tires
Turn Signals, Front & Rear
Windshield Washers
Wheels & Tires (Tubeless)

F- & C-850

(7) 22.5 x 7.5 Rims
(7) 22.5 x 7.5 Disc Wheels, 8-hole or 10-hole type
(6) 11-22.5 12 PR Tires*

*Heavy Duty rear springs and 7.5 rims or wheels required.

F- & C-950, 1000 & 1100

(7) 22.5 x 8.25 Rims
(7) 24.5 x 8.25 Rims
(7) 22.5 x 7.5 Disc Wheels, 10-hole
(7) 22.5 x 8.25 Disc Wheels, 10-hole
(7) 24.5 x 8.25 Disc Wheels, 10-hole
(6) 11-24.5 12 PR Tires*
(6) 12-22.5 12 PR Tires*
(6) 12-24.5 12 PR Tires*
(6) 12-22.5 14 PR Tires*

*Heavy Duty rear springs and 8.25 rims or wheels required.

T-850

(11) 22.5 x 7.5* Rims
(11) 22.5 x 6.75** Disc Wheels, 8-hole
(11) 22.5 x 7.5* Disc Wheels, 8-hole
(11) 22.5 x 7.5† Disc Wheels, 10-hole
(10) 10-22.5 10 PR Tires**
(10) 11-22.5 12 PR Tires*‡

*For highway operation only or used with 29,000-lb. axle.
**Rear 29,000-lb. axle only.
†Rear 34,000-lb. axle only.
‡22.5 x 7.5 rims or disc wheels required.

T-950

(11) 22.5 x 8.25 Rims
(11) 24.5 x 8.25 Rims
(11) 22.5 x 7.5 Disc Wheels, 10-hole
(11) 22.5 x 8.25 Disc Wheels, 10-hole
(11) 24.5 x 8.25 Disc Wheels, 10-hole
(10) 11-24.5 12 PR Tires*
(10) 12-22.5 12 PR Tires*
(10) 12-24.5 12 PR Tires*
(10) 12-22.5 14 PR Tires*

*8.25 rims or wheels required.

PRE-APPROVED OPTIONS

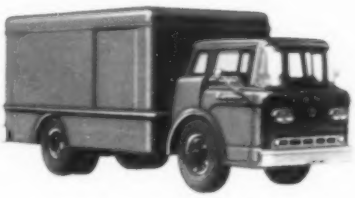
Arm Rest, Right Side for All Cabs
Cigar Lighter (Standard Cab)
Dome Light (Standard Cab)
Generator, Ford, 40 amp., 600 watts
Generator, 50 amp., 750 watt (T-850, T-950)
ICC Clearance Lights
Mirrors: Inside Safety;
Outside—Right, Non-Telescopic;
Left or Right, Telescopic (except C-Series)
Shock Absorbers, front (Std. on C-Series)
Spare Tire, Tube-type
Taillight, Right
Turn Signals, front only
Vacuum Reserve Tank, 1,000 cu. in. (F- & C-850, 950)

ACCESSORIES—DEALER INSTALLED

Fire Extinguisher
Locking Gas Tank Cap
Reflector Flares (3-in Kit) with Flags
Seat Belts
Seat Covers
Seat Cushion, Ventilated
Shaver, Electric
Splash Guards

Comparable information in this folder was obtained from authoritative sources, but is not guaranteed. The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. Attachments and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

FORD Division of FORD MOTOR COMPANY • DEARBORN, MICHIGAN



Printed in U.S.A.—1-58

Form No. T-3158

Safety Equipment . . .

Continued from page 30

plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: One; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Two; front amber and rear red. Must be approved.
Sidemarker lamps: Four; front amber and rear red. Reflectors may be substituted. Must be approved.
Identification lamps: Three; front amber and rear red. Must be approved.
Side reflectors: Four, front amber and rear red.
Rearview mirror: One; must be approved.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: Two.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Three; 15-in. sq.
Projecting load warnings: Two lights, 12-in. sq. flags.

Kentucky

Head lamps: Two; white. Permits tinted other than red.
Tail lamps: One; red. Reflectors may be used when vehicle has acetylene lamps.
Stop lamps: One; yellow or red.
Rear reflectors: One; may be incorporated in tail lamp.
Clearance lamps: Two; front green or white and rear red.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red 15-min. burning.
Projecting load warnings: One light or flag.

Louisiana

Head lamps: Two; no red or green light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Must be located and constructed so as to illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red. Must be approved.
Clearance lamps: Two; front amber and rear red. Must be approved.
Sidemarker lamps: Four; front amber. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Maine

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber. Must be approved.
Rear reflectors: One; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Three; front amber or green and white. Rear red. Must be approved. Reflectors may be sub-

Continued on page 59

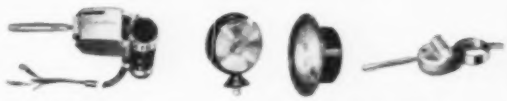
Sparton . . . the COMPLETE TOP QUALITY LINE of AUTOMOTIVE SAFETY EQUIPMENT

First Choice of Automotive Engineers

HORNS

Tornado All-Electric Air Horns Compressed Air Horn
3-D Booster Horn
Red Cap Su-Power Trumpet Horns
Red Cap Dual Air-Shell Horns
Marine Horns
Hornet "Howler"
Rocket

DIRECTIONAL SIGNALS



Roll-O-Turn Self-Cancelling Switch
Flashing Turn Signals

TRUCK MIRRORS

Trojan Giant
Rectangular
Round
Diminishing

RUNNING LIGHTS

Emergency Lights
Stop and Tail Lights
Armored Clearance Lights

SAFETY BELTS

Sparton Karbelts

SPARTON AUTOMOTIVE
DIVISION OF
SPARTON CORPORATION
JACKSON, MICHIGAN

Illustrated above: Truck fleet equipped with Daybrook Power Gates. Available in load capacities of 600, 1100, 2000, 3000 and 4000 pounds. Also, Series DA with 180° swing-platform for ground level and platform loading—unloading.

For Daybrook Truck Equipment literature check item of interest below, attach to your letterhead, sign your name and mail.

- ☐ Daybrook Speedlift POWER GATE
- ☐ Daybrook Speedlift Dump Bodies
- ☐ Daybrook Speedlift Hoists
- ☐ Daybrook Speedlift POWER LOADER

FO-1

Loading and Unloading are **Big Factors** in Truck Transportation

Daybrook Power Gate® equipped trucks solve a materials handling problem (loading and unloading) for the fleet operator, in addition to making a point-to-point delivery. Therefore *truck usefulness is doubled!* The delivery cycle is completely mechanized. One man with the use of modern Daybrook truck equipment completes deliveries quicker—safer.

DAYBROOK
Speedlift®
TRUCK EQUIPMENT

DAYBROOK HYDRAULIC DIVISION • *YOUNG SPRING & WIRE CORPORATION* • *BOWLING GREEN, OHIO*

Safety Equipment . . .

Continued from page 57

stituted. (Buses must have four; front amber, rear red.)
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One. Must be approved.
Liquid burning flares: Three; or
Electric flares: Three; red; or
Reflector flares: Three; red.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One ligth and flag.

Maryland

Head lamps: Two; white (permits tinted other than red). Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; amber or red. Must be approved.
Rear reflectors: One; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved. Reflectors may be substituted.
Sidemarker lamps: Four; front amber and rear red. Must be approved. Reflectors may be substituted. May be in combination with clearance lamps.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: Two; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved.
Reflector flares: Three; red. Must be approved.
Projecting load warnings: One light and flag 16-in. sq.

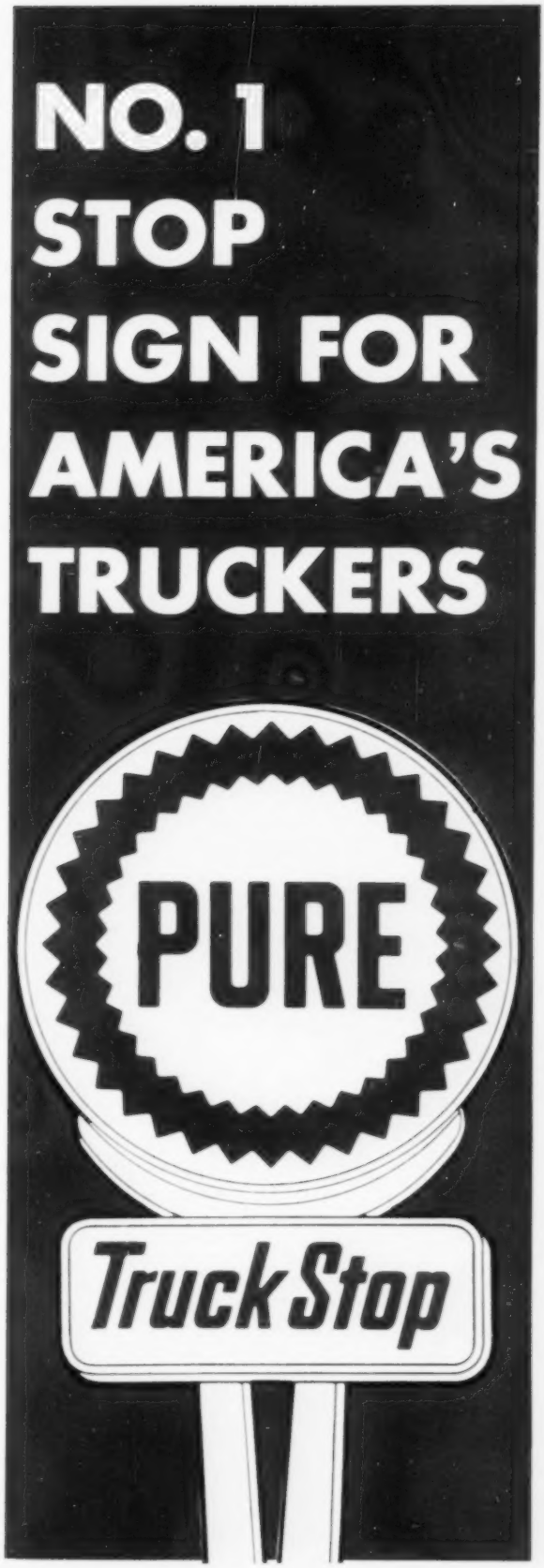
Massachusetts

Head lamps: Two; white, yellow or amber.
Tail lamps: One; red.
Stop lamps: One; no red light must be visible from in front of vehicle.
Rear reflectors: One; red.
Clearance lamps: Two; front green and rear red.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Projecting load warnings: One light and flag 12-in. sq.

Michigan

Head lamps: Two; white.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light.
Stop lamps: One; amber or red.
Rear reflectors: Two; red.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.
Side reflectors: Two or four; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One. Windshield washers required on vehicles manufactured after Jan. 1, 1956.
Defrosters: One.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.

Continued on page 62



DON'T LET PRICE FOOL YOU— CHEAP BRAKE BLOCKS ARE NO BARGAIN!

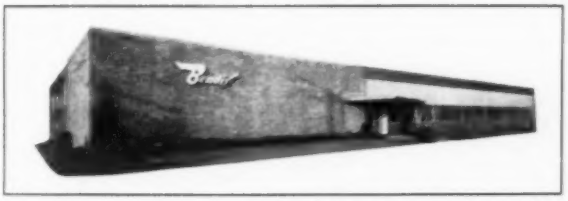
One of these days, maybe thousands of deaths from now, junk brake blocks will be legislated off the market. Meanwhile, we believe that if wholesalers, safety-conscious fleet owners, and brake mechanics are made aware of the fact that this cheap stuff is flooding the replacement market, they will refuse to buy and handle it, and it will die a natural death.

By "junk" brake blocks we mean the cheaply made stuff that is turned out by irresponsible alley outfits whose sole objective is to make a fast buck! Outfits that use the cheapest ingredients they can buy, that don't know the meaning of *testing* or *research*, that couldn't get their product past inspection in a truck plant in a million years!

These alley shops are capitalizing on the fact that cheap blocks *look* the same as the good, reliable kind. And they're right! It takes an experienced brake engineer to tell them apart. Because of this, you and your customers are left to judge all brake blocks by their appearance, price, and performance under normal operating conditions. *But products as important as brake blocks cannot be limited to being satisfactory under just normal conditions.* They have to be built to take it and to last—to stand up to any braking requirement that's needed and come back for more.

Bendix—and we hope the other manufacturers of quality lining will join us—is declaring war on practitioners of the cheap brake lining racket. We are positive that if you—the trade—and the car-driving public are given the facts about brake blocks and lining such as those on the opposite page, the entire automotive aftermarket will benefit and the national traffic death rate will go down. We welcome your comments.

IT TAKES MORE THAN A BUCKET AND A KITCHEN STOVE TO MANUFACTURE QUALITY BRAKE BLOCKS



Marshall-Eclipse Division, manufacturers of Bendix-Eclipse brake blocks and lining, Troy, New York.

Test truck measures braking characteristics of Bendix-Eclipse brake blocks under all types of operating conditions.

Laboratory control assures that the high quality of Bendix brake blocks and lining is uniformly maintained.

Specially designed dynamometer evaluates friction, wear, fade and durability of Bendix brake blocks and lining.

Brake blocks are one of the most important parts on a truck from a safety standpoint. It takes an engine weighing hundreds of pounds to propel over twenty tons at speeds close to a mile a minute. Yet, brake blocks—*a product weighing less than 50 pounds*—are called on to reverse this process *in a matter of seconds.*

It's obvious, then, that a dependable brake block manufacturer has to know what the score is. Pressed cardboard will stop a truck traveling at slow speeds—if you have unlimited space in which to stop, and you only have to stop once.

Producing a product that meets today's tremendous braking requirements calls for years of experience, continuous research, big financial investments, top engineering talent, vast testing facilities, and above all, skill. Marshall-Eclipse is strong on all counts—especially *skill*. Practically every automotive manufacturer in this country recognizes the superior quality of Bendix-Eclipse brake lining. It has been selected for original equipment on more new cars and trucks than any other make. And the decision of these vehicle manufacturers to use Bendix-Eclipse results from their own exhaustive laboratory and proving ground tests.

Yes, it takes more than a bucket and a kitchen stove to manufacture *quality* brake blocks and lining. There can be no compromise with know-how when a life may be at stake. Play it safe. Order your stock of Bendix-Eclipse* Brake Blocks and Lining now. Then you can be sure.

*TRADEMARK

BENDIX-ECLIPSE
Marshall-Eclipse Division
Troy, New York

Bendix
AVIATION CORPORATION

Safety Equipment Regulations . . .

Continued from page 59

Projecting load warnings: One light and flag 12-in. sq.

Minnesota

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: One; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Four; front amber or white and rear red. May be in combination with marker lamps. When in combination there must be one such lamp on each side, midway of vehicle. Must be approved.
Sidemarker lamps: See clearance lamps.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Three yellow or orange flags are required; 24-in. sq.
Projecting load warnings: One light or flag 12-in. sq.

Mississippi

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; amber or red. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved.
Sidemarker lamps: Same as clearance lamps.
Side reflectors: Four; front green and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Projecting load warnings: One light or flag 16-in sq.

Missouri

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. Must be approved. This or separate lamp shall illuminate rear license plate with white light.
Stop lamps: One; must be approved.
Rear reflectors: Two or four; red. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. Must be approved.
Sidemarker lamps: Four (two on truck-tractors); front amber and rear red.
Side reflectors: Two; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two.
Projecting load warnings: One light and flag 16-in. sq.

Montana

Head lamps: Two; white.
Tail lamps: One (two on all new vehicles other than truck tractors after Jan. 1, 1956); red.
Stop lamps: One; red or amber.
Rear reflectors: Two; red. May be incorporated in tail lamp.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.
Side reflectors: Four; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; or
Electric flares: Three; red; or
Reflector flares: Three; red.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in sq.
Projecting load warnings: One light and flag 12-in. sq.

Nebraska

Head lamps: Two; no red or green light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Must be approved.
Stop lamps: One; red. Must be approved.
Rear reflectors: One; red.
Clearance lamps: Two; front amber or green and rear red. Reflectors may be substituted. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Two.
Projecting load warnings: One light and flag 16-in sq.

Nevada

Head lamps: Two; white (permits tinted other than red).
Tail lamps: One; red.
Stop lamps: One; yellow or red amber. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red.
Clearance lamps: Four (two on truck-tractors); front amber and rear red.
Sidemarker lamps: Same as clearance lamps.
Side reflectors: Two; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from wind-shield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light or flag 12-in. sq.

New Hampshire

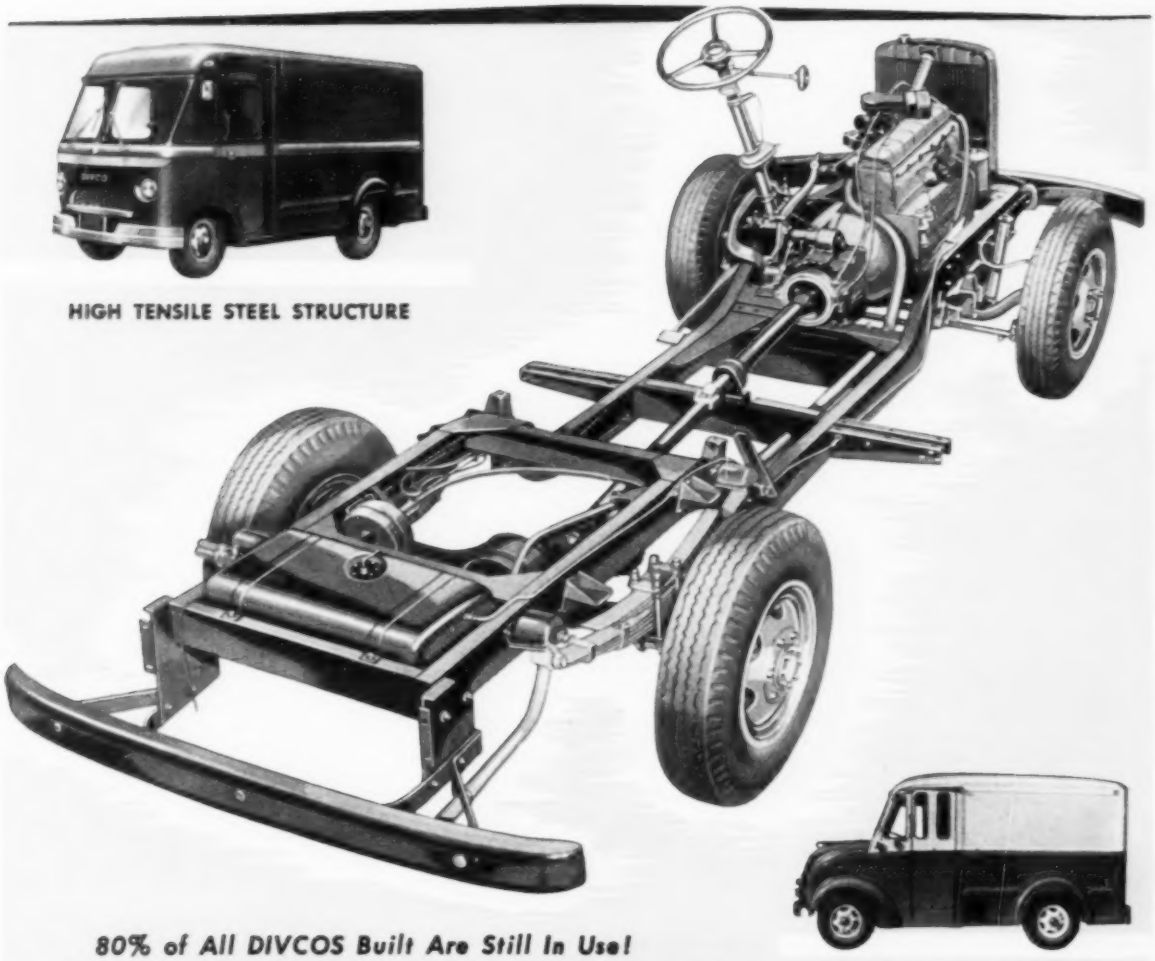
Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Must be located and constructed so as to illuminate rear license plate with white light. Must be approved.
Stop lamps: One; must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four; front amber and rear red. On vehicles over 45-ft. long, rear clearance and marker lights shall be in combination. Must be approved.
Sidemarker lamps: Two; front amber and rear red. See clearance lamps. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.

Continued on page 64

Brute Strength · Endurance · Long Life ... DIVCO!

● Rugged Trouble-Free Performance ● Minimum Maintenance and Upkeep ● Many Extra Years of Service ● Long, Hard Use on Any Type Road ● Unequalled Operating Economy ● Greatest Value — Feature for Feature ●

The Only Multi-Stop Delivery Trucks Specifically Engineered for BAKERIES, DAIRIES, DRY CLEANERS, FLORISTS, LAUNDRIES, PARCEL DELIVERIES, Etc.



80% of All DIVCOS Built Are Still In Use!

DIVCO TRUCK DIVISION — Divco-Wayne Corp., Detroit 5, Michigan

Safety Equipment Regulations . . .

Continued from page 62

Windshield wipers: One.
Defrosters: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Two; must be approved; or
Electric flares: Two; red. Must be approved; or
Reflector flares: Two; red. Must be approved.
Fusees: Two; red; 20-min. burning.
Projecting load warnings: One light and flag 12-in. sq.

New Jersey

Head lamps: Two; yellow, amber or white. Must be approved.
Tail lamps: Two; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: Two; red. Must be approved.
Rear reflectors: One or two (one may be part of tail lamp); red. Must be approved.
Clearance lamps: Buses only, two, red rear.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red must be approved; or
Reflector flares: Three; red, must be approved.
Projecting load warnings: One light and flag 12-in. sq.

New Mexico

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: Two; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow, red or amber. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

New York

Head lamps: Two; yellow or white. Must be approved.
Tail lamps: Two; red. Number plate must be illuminated with white light. Must be approved.
Stop lamps: Two; red. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four; front amber and rear red. May be combined with marker lamps. Must be approved.
Sidemarker lamps: Four or six; front and middle amber, and rear red. May be in combination with clearance lamps. Must be approved.
Identification lamps: Three; front amber and rear red. Must be approved.
Side reflectors: Four or six; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Two; must be approved; or
Electric flares: Two; red. Must be approved; or
Reflector flares: Two; red. Must be approved.
Projecting load warnings: One light and flag 24-in. sq.

North Carolina

Head lamps: Two; no red or green light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Must be located and constructed so as to illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four; (two on truck-tractors); front amber and rear red. Must be approved.
Sidemarker lamps: Four; front amber and rear red. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview Mirror: One.
Windshield wipers: One; must be approved.
Fire extinguishers: Two; must be approved.
Liquid burning flares: Two; or
Electric flares: Two; red.
Reflector flares: Not permitted.
Fusees: Two; red.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

North Dakota

Head lamps: Two; no red or green light might be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Must be approved.
Stop lamps: One; red. Must be approved.
Clearance lamps: Two; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Ohio

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two; red.
Clearance lamps: Four; front amber and rear red.
Sidemarker lamps: Four; front amber and rear red.
Side reflectors: Four; front amber and rear red.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: Two; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved.
Reflector flares: Not permitted.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 16-in. sq.

Oklahoma

Head lamps: Two; white. Must be approved.
Tail lamps: One (two on all new vehicles other than truck tractors after Aug. 26, 1955); red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber yellow. May be incorporated in tail lamp Must be approved.
Rear reflectors: Two; red. May be in-

Continued on page 68

5 big reasons why fleet owners prefer*

Dayton Wheels and Brake Drums

1. **Greater Strength . . .** Dayton Wheels have hub and spokes cast in one piece. Girder-like design and precision machining mean added strength, longer wheel life and minimum maintenance.

2. **Lighter weight . . .** Dayton Spoke Type Cast Steel Wheels are pounds lighter than other types. This reduction in dead weight permits a profitable increase in payload.

3. **Cooler operation . . .** fanning action of Dayton's spoke type wheel circulates fresh air between inner wheel rim and brake drum to keep brakes and tires degrees cooler—reduces brake wear and fade, increases tire mileage.

4. **Minimum maintenance . . .** exclusive clamping device and rigid studs hold wheel rim firm, even under rugged off-the-road conditions . . . Ease of mounting of tires on demountable rims and resultant perfect alignment reduce maintenance cost.

5. **Perfect brake drum and wheel alignment . . .** wheels and brake drums become a "wedded" unit by an exclusive Dayton machining process. Brake drums are machined *on the wheel* to provide an absolute alignment of the two. True running and long life is the result.

Like to have the complete money-saving story?

Just write for your free copy of the complete Dayton Wheel and Brake Drum catalog. Send for it today!

*Over twenty of the nation's leading truck and trailer manufacturers use Dayton Cast Steel Wheels as standard equipment.

DAYTON WHEELS

by The Dayton Steel Foundry Co. • P.O. Box 1022, Dayton 1, Ohio

World's leading manufacturer of cast wheels and brake drums

Even under high vacuum conditions

AMERICAN HAMMERED'S

new Stainless Steel Oil Ring is positively side-sealing!

Modern, high compression engines create terrific side-sealing problems for piston rings. Under deceleration, for example, these engines suck oil around the side rails of ordinary oil rings. But American Hammered's new stainless steel oil ring (U.S. Pat. No. 2,789,872) is positively side-sealing. *It controls oil regardless of cylinder or operating conditions.*

This *stainless steel* oil ring holds its original, built-in tension at engine operating temperature . . . needs no groove backing to maintain tension. The ring resists sludging and clogging because it's stainless steel. And stainless steel will outlive carbon steel two to one.

Note arrows. Axial pressure of the stainless steel expander at these points makes a fast seal—oil cannot be drawn around side rails, even under high vacuum.

This oil ring is matched with American Hammered's pre-seated (factory-applied lapping process equal to hundreds of miles of engine operation) top groove compression ring for maximum oil control, minimum wear. Your rigs are on the road longer when you install Krome-Oil.

New Stainless Steel Oil Ring available in Krome-Oil Ring Sets — where required by engine conditions

AMERICAN HAMMERED

AUTOMOTIVE REPLACEMENT DIVISION • 2081 Sanford St., Muskegon, Mich.

Manufacturers of American Hammered Automotive Replacement Piston Rings

A Division of Sealed Power Corporation

GREY-ROCK "TIMBER KING" MOLDED-WOVEN BLOCKS —YOUR BEST ANSWER TO HEAT FADE, EXCESSIVE WEAR, COSTLY DRUM REPLACEMENT

Many fleet brake problems can be licked with regular Grey-Rock molded blocks. But where braking conditions are severe—where something more rugged is needed—Grey-Rock "Timber King" molded-woven combinations are your best answer to heat fade, excessive wear, and costly drum replacement.

The secret of "Timber King" is a woven block used in combination with the right molded block. A special weave provides slight compressibility, assuring full lining-to-drum contact, eliminating localized high temperatures. Zinc alloy wire in the woven block draws heat from the braking surface—helps "condition" the drum.

If you want to improve your cost-per-mile—give Grey-Rock "Timber King" a try on your fleet. They can save you real money in better braking, better wear and longer drum life! See your Grey-Rock jobber.

For light trucks . . . Grey-Rock Balanced Trucksets

They're special lining combinations—woven, molded and woven-molded combinations—engineered for light and medium trucks. You get more miles between relines, less drum replacement, lower maintenance costs—all adding up to lower cost-per-mile.

Only **Grey-Rock** *makes*

BALANCED BRAKSET LININGS

BALANCED BRAKSETS • TRUCKSETS • BRAKE BLOCKS • VEE-LOK® CLUTCH FACINGS

GREY-ROCK DIVISION of Raybestos-Manhattan, Inc., Manheim, Pa.

RAYBESTOS-MANHATTAN, INC., Brake Linings • Brake Blocks • Clutch Facings • Mechanical Packings • Asbestos Textiles Industrial Rubber • Sintered Metal Products • Engineered Plastics • Rubber Covered Equipment • Abrasive and Diamond Wheels Industrial Adhesives • Laundry Pads and Covers • Bowling Balls

Safety Equipment Regulations . . .

Continued from page 64

corporated in tail lamp. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved.
Sidemarker lamps: Four; front amber and rear red. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Three; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Oregon

Head lamps: Two; no red or green light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two (one may be part of tail lamp); red. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Two or four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; or
Electric flares: Three; red; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Three; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Pennsylvania

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One (two on all new vehicles after July 1, 1956); red. Must be approved.
Stop lamps: One (two on all new vehicles after July 1, 1956); yellow or red. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Two; front amber and rear red. Reflectors may be substituted.
Sidemarker lamps: Four; front amber and rear red. Reflectors may be substituted.
Identification lamps: Three; front amber and rear red.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved.
Reflector flares: Three; red. Must be approved.
Red cloth flags: Three; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Rhode Island

Head lamps: Two; amber or white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One; double wipers required on all school buses.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two, 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

South Carolina

Head lamps: Two; no red light must be visible from in front of vehicle.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two; red. May be incorporated in tail lamps. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.
Side reflectors: Two or four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: Two; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Three; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

South Dakota

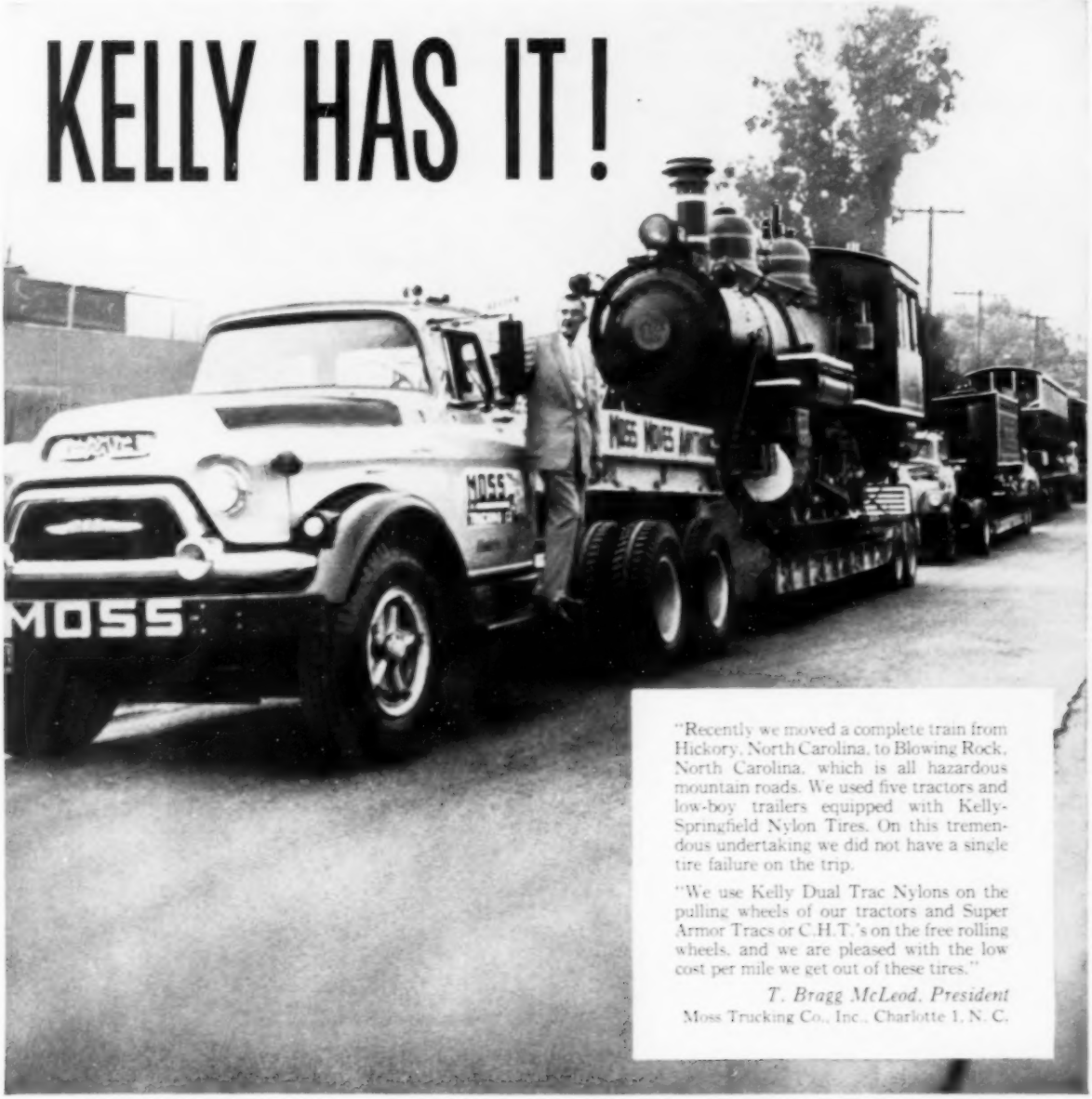
Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: One; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved.
Identification lamps: Three; front amber and rear red. Must be approved.
Rearview mirror: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Projecting load warnings: One light and flag 12-in. sq.

Tennessee

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. Must be approved.
Stop lamps: One; amber or red. Must be approved.
Rear reflectors: Two; red.
Clearance lamps: Four (two on truck-tractors); front amber and rear red.

Continued on page 72

Want today's greatest Nylon Truck Tire Value?

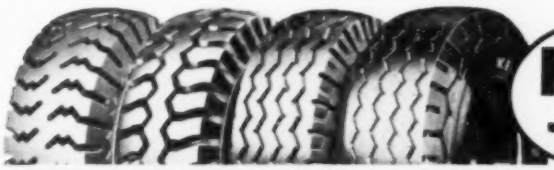


"Recently we moved a complete train from Hickory, North Carolina, to Blowing Rock, North Carolina, which is all hazardous mountain roads. We used five tractors and low-boy trailers equipped with Kelly-Springfield Nylon Tires. On this tremendous undertaking we did not have a single tire failure on the trip.

"We use Kelly Dual Trac Nylons on the pulling wheels of our tractors and Super Armor Tracs or C.H.T.'s on the free rolling wheels, and we are pleased with the low cost per mile we get out of these tires."

T. Bragg McLeod, President
Moss Trucking Co., Inc., Charlotte 1, N. C.

No matter what type of trucking you do, Kelly has exactly the Nylon Cord Tire that will deliver more original mileage, more mileage on recaps—to give you the most for your tire money on a cost-per-mile basis. That's why Kelly Nylon Cord Tires are used exclusively on so many trucks and fleets of trucks all over America. It will be worth your while to find out how tougher, longer-lasting Kellys can bring you safer, more dependable service at lower cost. See your Kelly Dealer or write to: The Kelly-Springfield Tire Co., Cumberland, Md.



NYLON CORD TRACTOR RIB | NYLON CORD DUAL TRAC | NYLON CORD C. H. T. | NYLON CORD SUPER ARMOR TRAC

KELLY *Springfield* **TIRES**

THERE'S A TOUGH KELLY FOR EVERY TRUCKING JOB

Stainless Steel tankers keep shipments clear as drinking water

AT DUREZ PLASTICS DIVISION, HOOKER ELECTROCHEMICAL COMPANY, NORTH TONAWANDA, NEW YORK

The Stainless Steel tankers that carry formaldehyde to Hooker's Durez plant in Kenton, Ohio, from North Tonawanda are also used for customer shipments of phenolic resin and phenol, which must be kept crystal clear.

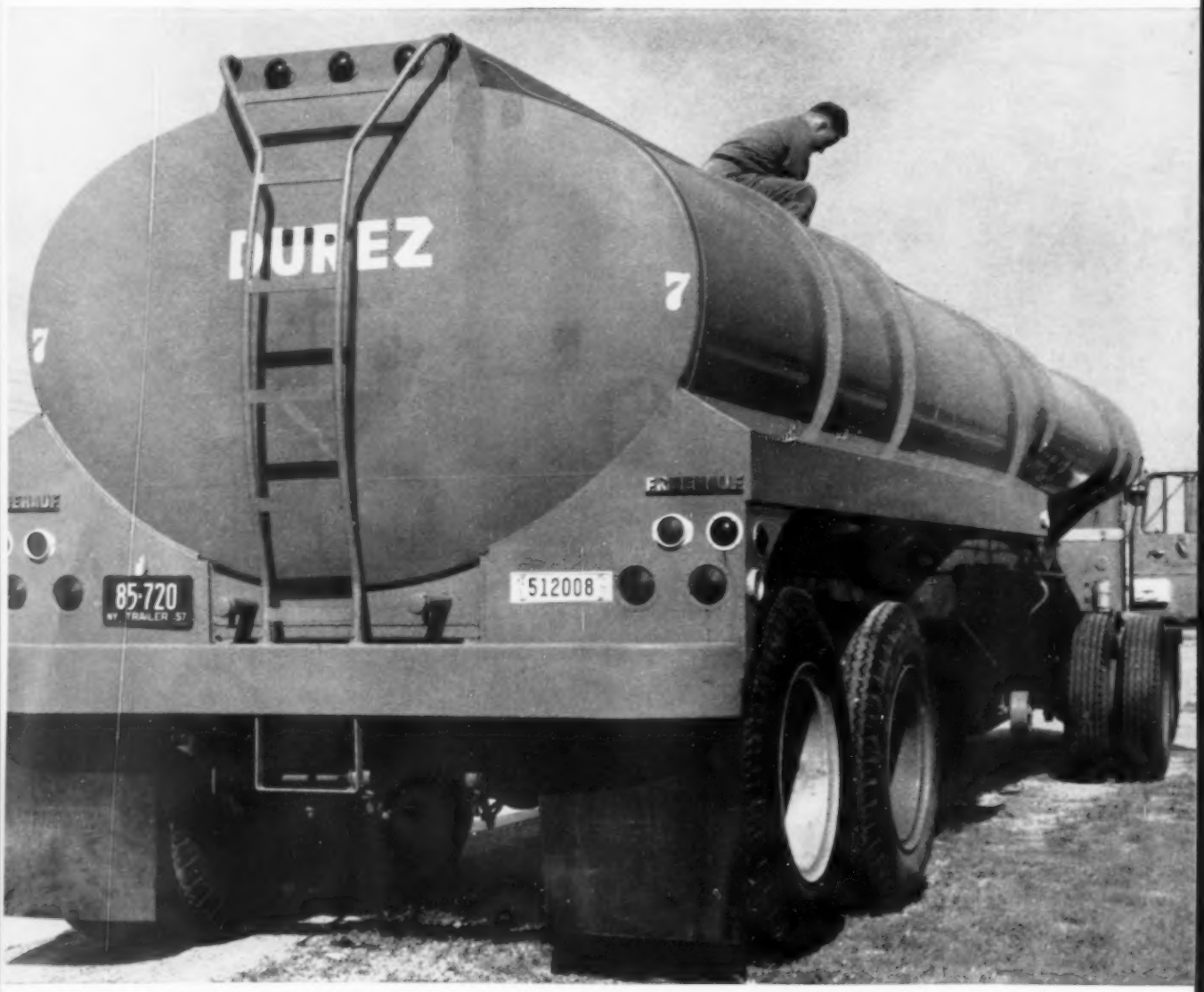
"Only our Stainless Steel tankers can be used in this triple-duty role," says Durez Traffic Manager A. E. Finger. "One of the non-stainless trailers is so pitted and imbedded with phenolic resin that it can never be suitably cleaned. The only material it can carry now is resin and when there are no shipments of that kind called for, the tanker stands idle.

"Those old tanks can't take formaldehyde. It ate right through the lining of one last year and the unit was out of service ten days for repairs.

"Our Stainless Steel tankers carry formaldehyde with no danger of breakdown from corrosion. Resin washes right off the hard, smooth finish and when phenol is loaded it isn't muddied by residue."

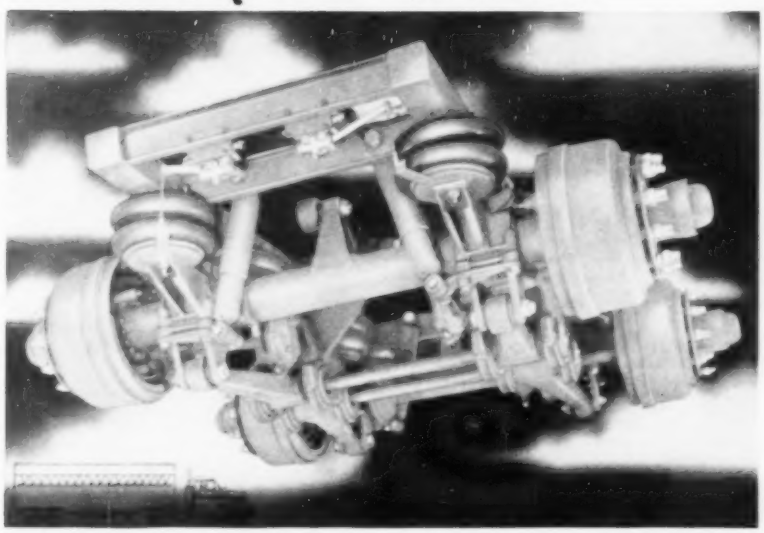
When you buy tank trailers remember this: Thousands of Stainless Steel trailers have been built, and *not one has ever been known to wear out.*

USS United States Steel



This Stainless Steel tanker carries formaldehyde as well as phenolic resin and phenol. Because the Stainless resists corrosion and can be thoroughly cleaned, there is no danger of spoiling one load with residue from another.

TORQUE TALK FROM CLARK® EQUIPMENT



TONS OF CARGO FLOAT ON AIR

with new Clark Air Suspension System for highway semi-trailers

Damage to fragile highway cargo or empty trailers in transit can now be virtually eliminated. Key is Clark Air Suspension. In this new system, doughnut-shaped "air-springs" carry full weight of trailer and cargo. A gentle cushion of air absorbs road shock, literally "floats" cargo and trailer over the bumps with a ride approaching passenger car softness. Empty, for example, a Clark Air-Suspended trailer develops a spring frequency of only 95 cycles per minute; loaded, only 89 cycles per minute.

Lateral roll and sway are minimized by an ingenious system of pivoted torque arms and torsion bars which take the full force of side loads and absorb torsion resulting from brake torque. Trailer loads need no longer be precisely balanced. Offset loading is accommodated by a system of automatic air valving, which feeds and bleeds the air springs to keep the trailer bed level at all times. When loading or unloading trailer, air reservoirs automatically adjust to support bed at normal running height.

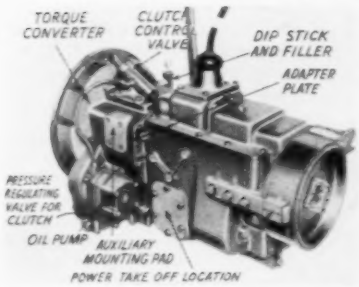
A safety pressure regulator valve, on the line leading from the truck's compressor, is designed to shut off at 60 psi...leaving ample air pressure for the service brake system.

Clark Air Suspension assemblies come as complete packages, ready for installation on new or in-use semis, in single and tandem units. Other advantages include lower trailer maintenance costs and substantial weight reduction possibilities for trailer manufacturers.

NEW POWER TRAIN DESIGNED FOR STOP & GO OPERATION

Designed specifically for off-highway and stop-go operations, Clark Equipment Company's new TransVerter is ideal for such equipment as house-to-house delivery trucks, buses, garbage trucks and various types of construction machinery. Rated for engine torque output up to 325 lb-ft, the TransVerter power train package consists of a torque converter, hydraulic disconnect clutch and standard transmission. Because of its compactness—only 8 inches longer than a conventional transmission and clutch—the TransVerter can often be installed by the original equipment manufacturer without major re-design of his line.

Operational advantages of the new Clark power train include elimination of engine stalling and lugging . . . sharp reduction in gear shifting, to the point where most work can be performed in the same gear . . . fine inching control, simply by working the throttle. Provision is made for SAE power-



take-off attachments, to be driven by the torque converter. The hydraulic disconnect clutch is an off-on type unit that does not require "letting in" or "easing." A variety of clutch releases can be provided, including a shift lever button or a conventional-looking pedal raised slightly from the floorboard.

FOR YOUR READING RACK

NEW AUTOMOTIVE BOOKLET

Dramatic portrayal, in 24 pages, of Clark's basic line of automotive components. Includes illustrations of the Clark constant mesh and synchronized transmissions, TransVerter, StepMatic, power-shift transmissions, torque converters, agricultural units; also automotive driving and steering axles; planetary, industrial and trailer axles; air suspension assemblies; rear axle housings and electric steel castings.

CLARK FULL-LINE BOOKLET

A 48-page, full-color booklet in handy pocket size is your condensed guide to the entire product line of Clark Equipment Company. Automotive components, materials-handling equipment, construction machinery—all are described in concise detail. Basic information on the eight Clark plants and brief insight into corporate philosophy make this booklet a "must" for your reading rack.

For Further Information

. . . and full details on any of Clark's automotive components, simply address a card or a call to:

CLARK EQUIPMENT COMPANY
AUTOMOTIVE DIVISION
Buchanan or Jackson, Michigan

Transverter and StepMatic are trade-marks of Clark Equipment Company

Safety Equipment Regulations . . .

Continued from page 68

Must be approved.
Sidemarker lamps: Four; front amber and rear red. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Texas

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. Must be located and constructed so as to illuminate rear license plate with white light. Must be approved.
Stop lamps: One; yellow or red. Must be approved.
Rear reflectors: Two; red. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Two or four; front amber and rear red. Must be approved.
Rearview mirrors: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: Two; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Utah

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One (two on all new vehicles other than truck tractors after January 1, 1956); red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red. One or both may be incorporated in tail lamp or lamps. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirrors: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One. Must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Vermont

Head lamps: Two; white or amber. Must be approved.
Tail lamps: One; red. Must be located or constructed so as to illuminate rear license plate with white light. Must be approved.
Clearance lamps: One; front green and rear red. Must be approved.
Rearview mirrors: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Virginia

Head lamps: Two; white. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red. Must be approved.
Clearance lamps: Four; front amber and rear red. Must be approved.
Rearview mirror: One. Must be approved.
Windshield wipers: One (vehicles manufactured after January 1, 1943, shall have double wipers); must be approved.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Washington

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: Two; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamps. Must be approved.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirrors: One.
Windshield wipers: Two
Fire extinguishers: One. Must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

West Virginia

Head lamps: Two; no red. Must be visible from in front of vehicle. Must be approved.
Tail lamps: One; red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or yellow. May be incorporated in tail lamp. Must be approved.
Rear reflectors: Two; red. One or both may be incorporated in tail lamp or lamps. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. May be in combination with marker lamps. Must be approved.
Sidemarker lamps: Four; front amber and rear red. May be in combination with clearance lamp.

Continued on page 76

Best fleet shop practice calls for GENUINE SCHRADER TIRE SERVICE PRODUCTS

Vehicles perform better, tire service is simplified with quick, reliable Schrader products like these:

1 **Genuine Schrader Tire Valves, Sealing Caps and Cores** are the basic items you need to *seal* air in the tires. Convenient service packages should always be in stock.

2 **Genuine Schrader Gauges** let you catch flats in the shop—when you record your daily air pressures.

3 **Seal tubeless tire** punctures *three ways* tight with Schrader's new Compression Rivets: inside the tire, inside the hole, and outside the tire. Easy, quick and permanent. Nail holes up to ¼".

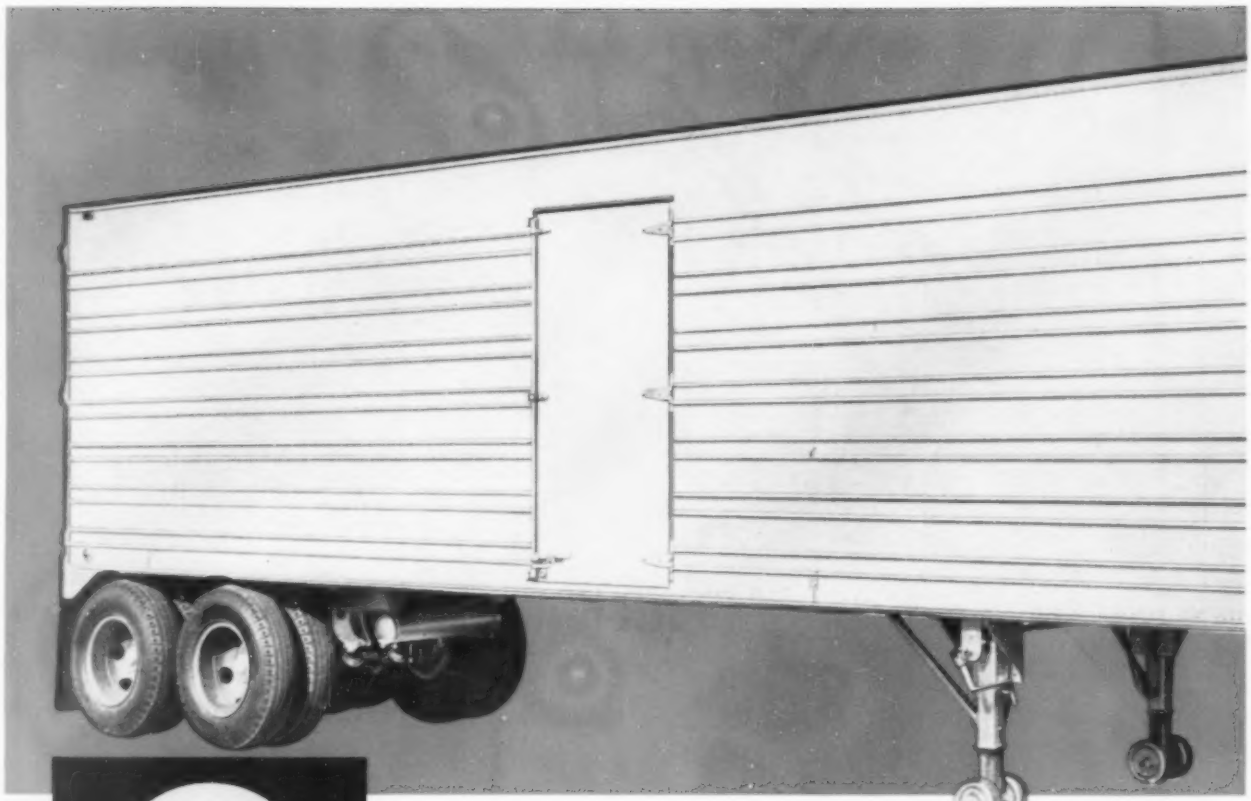
4 **Get a real cured-on patch with new chemical cold patch** – Schrader's new "Fix Flats" Patches and Self-Vulcanizing Fluid for tube or tubeless. Various sizes available.

Your supplier has all these Schrader products plus the finest tools and air equipment to make your shop practices most effective.

A. SCHRADER'S SON • BROOKLYN 38, N. Y.
Division of Scovill Manufacturing Co., Inc.

Schrader
a division of **SCOVILL**

FIRST NAME IN TIRE VALVES
FOR ORIGINAL EQUIPMENT AND REPLACEMENT



10" front corner radius provides maximum loading space.

Plywood linings fit neatly between the steel posts.

Regulation, step-type steel bumper is standard.

Economy Mass purchasing by three manufacturers has resulted in lower unit costs on all normal parts. Steel is used strategically for strength, aluminum for beauty and light weight, giving you the most economical, quality composite unit on the road.

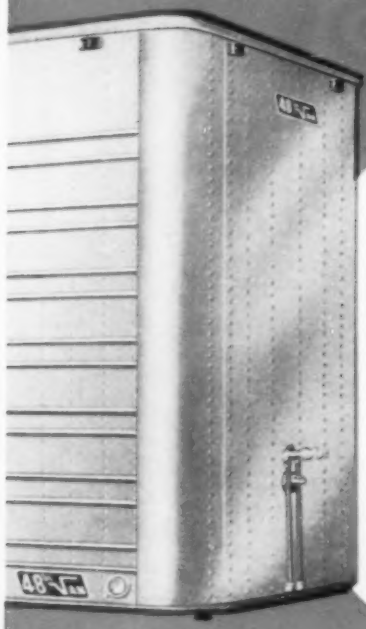
Ruggedness Thousands of miles of use under all hauling conditions has proved the 48'er to be as rugged as they come. Steel rear frame, close rivet pattern, rolled steel vertical posts, heavy-duty cross members and other construction features give maximum strength per pound of weight.

Versatility The 48'er is designed to fit any hauling requirement you have. Straight frame or drop frame, dry cargo or refrigerated, outside skin or outside posts, the 48'er is flexible enough to meet your every specification.

48'er VAN SO OUTSTANDING

Great Dane Trailers

SAVANNAH, GEORGIA



EVERYTHING

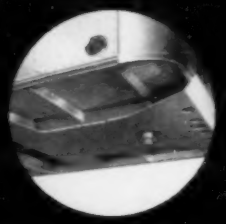
You want in a Trailer

THE 48'er VAN

Size Through unique design the plywood lining fits snugly between the rolled steel uprights, with only 1½" of the allowable 96" width being used in each side. With a 90" rear door opening, 93" inside width you will find the 48'er gives you maximum payload capacity. Heights and lengths are optional. 10" front corner radius outside gives you maximum cargo space from the nose right back to the steel bumper.

Service More than eighty distributors cover sixty-four major trucking markets to provide nation-wide sales and service on the 48'er Van. Call on the Utility Trailer, American Trailer or Great Dane Trailer distributor in your area. Get the full 48'er Van story and you'll find you can get more dollars worth of trailer here than anywhere else.

Rear frame assembly is strong, welded, heavy-gauge steel.



Wide skid plate and long 5th wheel plate add strength.

Cross members and side rails are welded for strength.

THREE COMPANIES BACK IT!

Utility Trailers
LOS ANGELES, CALIFORNIA

American Trailers
OKLAHOMA CITY, OKLAHOMA

Safety Equipment . . .

Continued from page 72

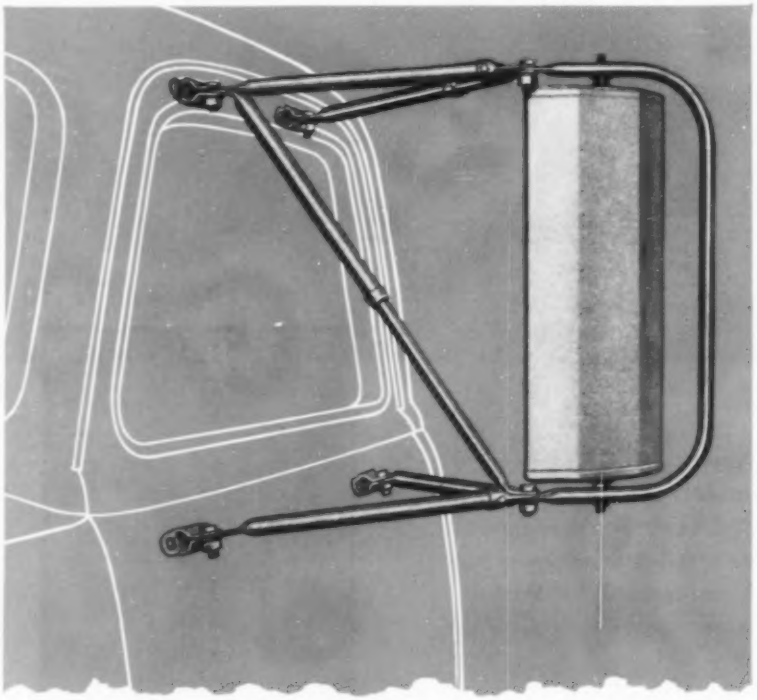
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirrors: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One. Must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Wisconsin

Head lamps: Two; white or amber.
Tail lamps: One; red. This or seperate lamp shall illuminate rear license plate with white light.
Stop lamps: One; amber or red.
Rear reflectors: Two; red. Reflectorized material extending width of vehicle may be substituted. Also two amber reflectors required on front.
Clearance lamps: Four (two on truck tractors); front amber and rear red.
Rearview mirrors: One.
Windshield wipers: One.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; or
Electric flares: Three; red.
Fusees: Three; red.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light and flag 12-in. sq.

Wyoming

Head lamps: Two; no red light must be visible from in front of vehicle. Must be approved.
Tail lamps: One (two on all new vehicles other than truck tractors after July 1, 1956); red. This or separate lamp shall illuminate rear license plate with white light. Must be approved.
Stop lamps: One; red or amber. Must be approved.
Rear reflectors: Two; red. May be incorporated in tail lamp. Must be approved.
Clearance lamps: Four (two on truck-tractors); front amber and rear red. Must be approved. May be in combination with marker lamps.
Sidemarker lamps: Four; front amber and rear red. Must be approved. May be in combination with clearance lamps.
Side reflectors: Four; front amber and rear red. Must be approved.
Rearview mirror: One.
Windshield wipers: One.
Defrosters: Requires "a device or other means of preventing or removing ice or frost" from windshield.
Fire extinguishers: One; must be approved.
Liquid burning flares: Three; must be approved; or
Electric flares: Three; red. Must be approved; or
Reflector flares: Three; red. Must be approved.
Fusees: Three; red; 15-min. burning.
Red cloth flags: Two; 12-in. sq.
Projecting load warnings: One light or flag 12-in. sq.



NEW! TRU-VUE MIRRORS

An eye-revealing, eye-appealing mirror at a truly amazing low price. A price so low you just can't afford to overlook it. This new Anthes unit has the latest improvements in mirror design. And it is big, rugged. Available in many different mounting combinations for either side of cab. Be sure to see the new Anthes Tru-Vue Mirror before you buy. The Anthes Co., Fort Madison, Iowa.

Anthes THE FIRST LINE OF SAFETY

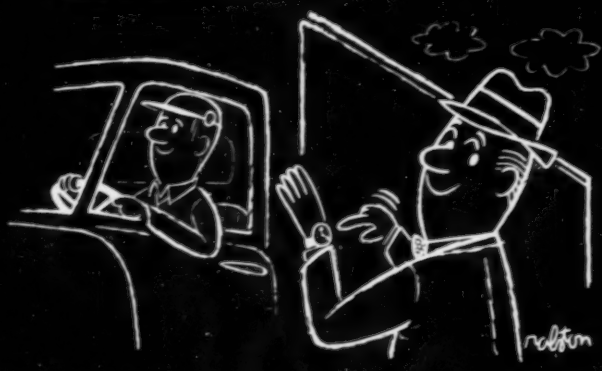
flags • flares • fusees • lights • mirrors
reflectors • fire extinguishers

THIS SECTION ON SAFETY EQUIPMENT BEGINS ON PAGE 27

NED'S GOING NOWHERE

an ordinary tire let him down

but TOM'S ALREADY THERE with



U.S. ROYAL TRUCK TIRES

fleet-proved against road delays!

Ask Cooper-Jarrett, Denver-Chicago, Watson Bros. or any of thousands more big fleet operators. They've proved 1958's great U. S. Royals insure against route delays, drop costly downtime, step up on-schedule arrivals like nothing else on the road!

There are dozens of reasons why: every one an engineering advance that other tires just don't have. For instance, SAFETY STEEL SHIELD®—virtually invulnerable to cuts and ruptures in the vital tread area. DOUBLE-STRENGTH NYLON—twice as strong as any other cord. ERVU Anti-oxidant—improves crack resistance 300%.

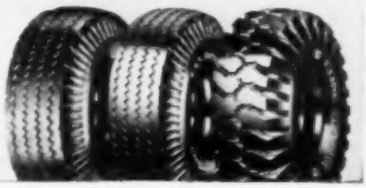
Get full proof now—call your U. S. Royal Dealer. And don't forget . . . it's smart to specify fleet-proved U. S. Royals on your new equipment!

U.S.Royal Tires

U. S. ROYAL FLEETWAY®—favorite for all-around highway performance

U. S. ROYAL Super FLEETWAY—extra tread for long-distance runs at lowest per-mile cost

U. S. ROYAL FLEETMASTER®—70% deeper anti-skid tread—extra mileage *plus* extra traction



United States Rubber

Rockefeller Center, New York 20, N. Y.

In Canada: Dominion Rubber Co., Ltd.

New economy-priced cab-forward diesels. Heavy-duty diesel power for highway haulers—in as little as 90 inches BBC, for longer trailers and bigger payloads! Compact bumper-to-back-of-cab dimension results in greater ease of handling, too. Choice of three high-efficiency diesel engines . . . 180, 190 or 220 hp. All models (one four-wheeler and two six-wheelers) are in the 70,000 lb. GCW range. *Most important:* costs are low from the purchase price on!

Conventional 6-cylinder models. The proven superiority of R-Line heavy-duty models is one reason why INTERNATIONAL Trucks have held *first* place in heavy-duty sales for over a quarter century. They range from 21,000 lbs. GVW to 76,800 lbs. GCW, offer gasoline, LPG or diesel engines with up to 335 hp.

Tilt-cab models with V-8 engines haul big-payload trailers with the most usable power on the road. True Truck V-8 engines offer up to 549 cu. in. displacement. Combine this with short BBC dimension, and you've got top payloads on any job or terrain. Other engines include LPG's, diesels and "sixes." Four- and six-wheeler models range from 21,000 pounds GVW to 65,000 pounds GCW.

Western-designed tilt-cab diesels for top payload hauling on the longest, toughest runs. Rugged, long-life design pays off in lower-cost operation. Road-proven lightweight components reduce truck weight, increase load capacity. High-efficiency diesel engines up to 335 hp. deliver the most miles per gallon. Quick, easy engine accessibility. GCW ratings from 55,000 to 76,800 lbs.

INTERNATIONAL TRUCKS

You name it...
You've got it!

from the world's most complete truck line!

Look at your job – then look at the INTERNATIONAL Truck line.

You'll find the truck that measures up for the biggest payloads at lowest costs. You'll find the right model, with the right power, features and endurance to match *your* road, load and time schedules.

For details, see your INTERNATIONAL Dealer. See for yourself why INTERNATIONAL Trucks cost *least* to own!

New Sightliner. Gasoline-powered V-8 model only 48 inches from bumper-to-back-of-cab! Shortest tilt-cab of all, for bigger payloads and profits. Hauls 224 cu. ft. more legal payload than any other make of truck in its weight class. High-low vision with 3 windshields. Pushbutton hydraulic lift tilts cab in seconds. Three traffic-pacing V-8 engines with up to 549 cu. in. displacement, also available with LPG. Four- and six-wheelers from 45,000 pounds GVW to 65,000 pounds GCW.

cost least to own!

International Harvester Company, Chicago
Motor Trucks • Crawler Tractors • Construction Equipment
McCormick® Farm Equipment and Farmall® Tractors

Hendrickson Tandem Suspension units for Mack double drive 6-wheel tractors and trucks can be specified by the purchaser. Trailing axle tandem suspensions are available through distributors and Hendrickson Mfg. Company.

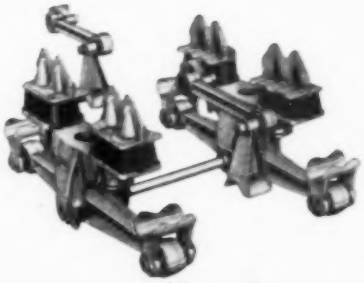
"We've standardized on HENDRICKSON suspensions," says Sprout & Davis

"Hendrickson suspensions have given us superior performance and low maintenance; that's the reason we standardized on them," says Mr. Herman Jenkins, Operations Manager for Sprout and Davis, Whiting, Indiana. The company operates over 200 tractors in its fleet equipped with Hendrickson tandem suspensions.

Mr. Jenkins states, "We use both the steel spring and the rubber cushion load Hendrickson suspensions. They are light weight and give us the dependability we must have in this type of operation." The fleet averages about 1,000,000 miles a month.

Aluminum beams and saddles resulting in 50% weight savings, are offered as optional equipment. Equal distribution of weight on the four-point frame mounting eliminates concentration of stresses and wear on any one point.

Hendrickson Tandems stabilize the load, eliminate brake and starting chatter, assure perfect axle alignment, and end tire scuffing. For hauling heavier payloads faster, cheaper—under all road and load conditions—equip *your* rigs with steel springs, rubber load cushions or *air* ride Hendrickson Suspensions.



HENDRICKSON Mfg. Co.

HENDRICKSON MFG. COMPANY
8001 WEST 47th STREET
LYONS (Chicago Suburb), ILLINOIS

if you are interested in

TURN SIGNAL LAWS

you **MUST** be interested in

Signal-Stat

Class A—Type 1 Directional Signals ▪ Switches ▪ Flashers ▪ Exclusive "Sigflare Systems"

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Always creating—never imitating

Signal-Stat Corporation, 523-539 Kent Avenue
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State Turn Signal Requirements in '58

All but three states—Kansas, Massachusetts and Nevada—call for some form of directional or turn signal. And Kansas will swing into line with the majority next year. But merely knowing this isn't enough. You have to be aware of the differences in each state's laws and what legislation has taken effect during the past year. Maybe you know from experience just how tough it can be trying to wade through the legal phraseology. If you've had trouble making sense out of the gobbledegook, then you'll welcome Fleet Owner's easy-to-read, revised summary of state regulations.

There have been changes . . .

. . . in eight states during the past year. You'd be smart to make sure you're in compliance with the new laws in effect in Arizona, California, Colorado, Kansas, Montana, New York, Utah and Wisconsin. The next few pages could save you a lot of money for fines.

Complete specifications are given in this section for placement and color of turn signals. For other lights and safety equipment, see Section 1.

This section begins on next page

State Turn-Signal Laws for '58

THIS UP-DATED LISTING of state turn-signal laws was prepared for FLEET OWNER by the National Highway Users Conference.

Every state, except Kansas (until Dec. 1, 1959), Massachusetts and Nevada, requires directional signals on some or all vehicles. Check below to see if you're in compliance with the revised laws in Arkansas, California, Colorado, Kansas, Montana, New York, Utah and Wisconsin. You might be breaking the law in these eight states.

☐ Alabama

Approved devices required when so loaded or constructed as to make hand signals invisible. Rear color must be red. Signals must be visible 100 ft and given continuously during last 100 ft before turning.

☐ Arizona

Approved devices required when so loaded or constructed as to make hand signal invisible. Required on motor carriers with "right-hand" drive. Rear color must be red. Must be visible 100 ft. Signals must be given continuously last 100 ft traveled before turning.

☐ Arkansas

Approved signal lamps required when center of steering post is more than 24 in. from left side of body or load, or when more than 14 ft from rear of body or load. Rear color must be red or yellow. Must be visible 100 ft. Signal must be given continuously during last 100 ft before turning.

☐ California

Approved devices required on new vehicles first registered after January 1, 1958. Also required when the body or load of a vehicle projects 24 in. or more to left of center of steering wheel or when vehicle is otherwise so loaded or constructed as to make hand signal invisible. Front color must be white or amber. Rear color must be red or amber. Devices must be visible for 300 ft on automobiles and 500 ft on commercial vehicles. Signals must be given for 100 ft before turning.

☐ Colorado

Approved signal lamps required on registered vehicles manufactured or assembled after January 1, 1958. Also required when center of steering post is more than 24 in. from left side of body or load, or when vehicle is so loaded or constructed as to make hand signals invisible. Front color must be white or amber. Rear color must be red or amber. Lamps must be visible 100 ft. Signals must be given continuously during last 100 ft before turning.

☐ Connecticut

Approved devices required when vehicle is so loaded or constructed as to make hand signals invisible. Also required by statute when center of the steering post is more than 24 in. from the left side of body or load, or more than 14 ft from rear of body or load.

☐ Delaware

Approved devices required on all new vehicles licensed in the state after July 1, 1953. Required on other vehicles when so loaded or constructed as to make hand signal invisible. Also required by regulation when distance from center of the steering post to left outside limit of the body or load is 30 in. or more. Front color must be white or amber and rear color must be red or amber. Turn signals must be visible for 100 ft.

☐ District of Columbia

Approved devices required on all new vehicles manufactured or assembled after Sept. 15, 1955. Also required when vehicle is so loaded or constructed as to make hand signals invisible. Also required when body projects 24 in. or more to left of center of steering wheel. Front color must be white or amber. Rear color must be red or amber. Devices must be visible for 100 ft. and signal must be given continuously during last 100 ft traveled before turning.

☐ Florida

Approved devices required when so loaded or constructed as to make hand signal invisible. Also required when center of steering post is more than 24 in. from left side of body or load, or when more than 14 ft from rear of body or load. Rear color must be red or yellow. Devices must be visible for 100 ft and signal must be given continuously during last 100 ft traveled before turning.

☐ Georgia

Required on all new vehicles manufactured or assembled after Jan. 1, 1954. Regulations same as for Florida, except no regulations as to color of rear signal.

☐ Idaho

Approved devices required on all new vehicles manufactured or assembled after Jan. 1, 1955. Required on other vehicles when center of steering post is more than 24 in. from left side of body or load, or more than 14 ft from rear of body or load. Front color must be white.

☐ Illinois

Approved devices required on all new cars sold after July 1, 1954 and all new trucks and buses sold after July 1, 1956. Required on all vehicles when distance from center of top of steering post to left outside limit of body, cab or load exceeds 24 in., or when more than 14 ft from rear limit of body or load. Signals must be visible 100 ft and given continuously during last 100 ft before turning.

☐ Indiana

Required on all new vehicles manufactured or assembled after Jan. 1, 1956. Also required when distance from top center of steering post is more than 24 in. from the left side of body or load or more than 14 ft from rear thereof. Color to front must be white or amber and to rear must be red or amber. Signal must be visible for 100 ft and be given for last 100 ft before turning.

☐ Iowa

Approved devices required on all new vehicles sold or operated after Dec. 31, 1953. Front color must be yellow, white, or amber. Rear color must be red, yellow or amber. Devices must be visible for 100 ft.

☐ Kansas

Approved signal lamps required on new motor vehicles sold after December 1, 1959. Lamps must be visible for 100 ft.

☐ Kentucky

Required when so loaded or constructed as to make hand signal invisible. Required by statute on all for-hire motor vehicles, except taxi-cabs, and on all school buses. Rear color must be red or yellow. Signals must be visible 100 ft and given continuously during last 100 ft before turning.

☐ Louisiana

Approved devices required when so loaded or constructed as to make hand signal invisible. Rear color must be red and visible 100 ft.

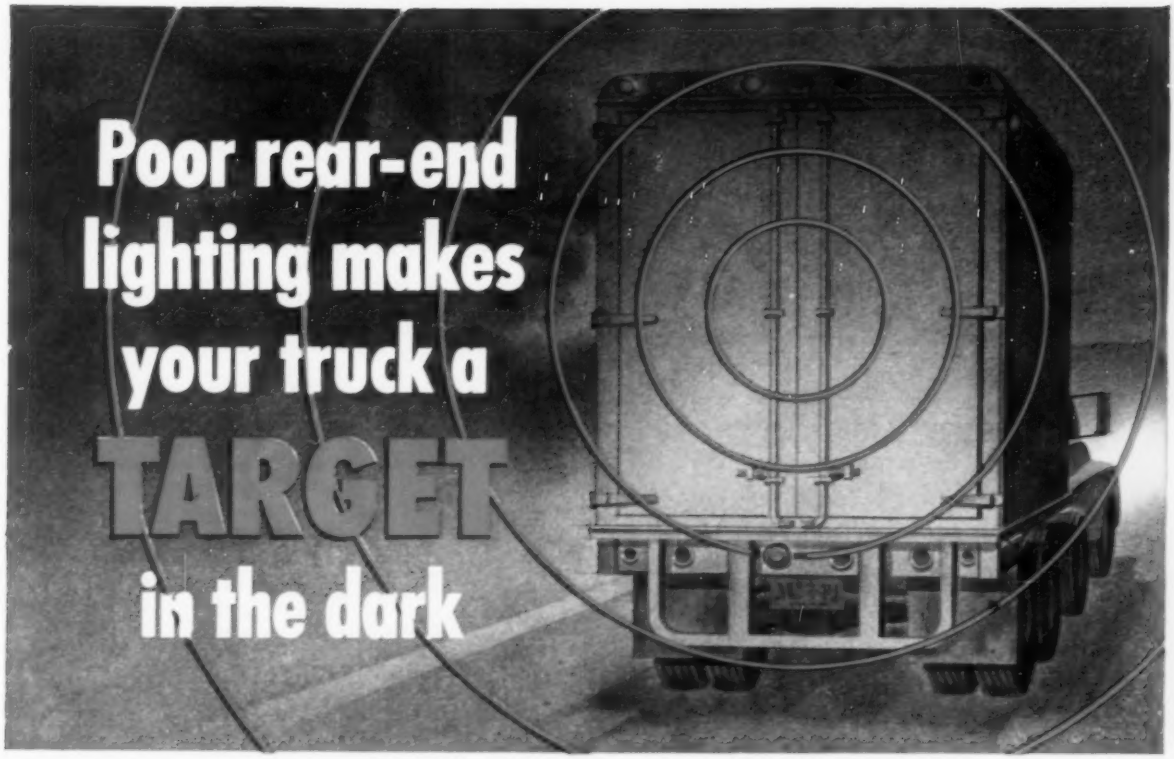
☐ Maine

Same regulations as for Connecticut. Signal of intention to turn must be given in last 100 ft. before turning.

☐ Maryland

Approved devices required when vehicles are so loaded or constructed as to make hand signals invisible. Rear

Continued on page 84



Even on turnpikes, rear-end accidents account for over half the collisions! Proper lighting with General Electric lamps can help reduce accidents!

When the rear ends of trucks, tractors and trailors are poorly lighted, you may be borrowing trouble. Good lighting costs so little . . . and can save so much in lives, property, time and dollars. So don't be satisfied just because your equipment meets minimum I.C.C. or state lighting requirements. Remember, too, that good lighting maintenance is essential, not only at the shop or terminal, but enroute as well.

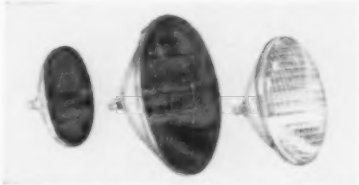
G-E "PILOT CHECK" FOR REAR LIGHTING SAFETY

1. **Clean all lamp lenses before each trip and at stops.**
2. **Clean lenses often in bad weather.**
3. **Check wiring for frayed insulation and loose connections.**
4. **Be sure all bulbs are burning brightly.**
5. **Replace "burn-outs" with the right replacement lamps.**

THERE'S A G-E AUTOMOTIVE BULB FOR EVERY TRUCK LIGHTING JOB

From the "go" lights on the front to the "stop" lights on the rear, there are General Electric lamps tailored to do each lighting job. Accurate filament location, uniformity in candlepower and electrical rating insure peak lighting performance of G-E miniature lamps. G-E All-Glass Sealed Beam type units operate at maximum efficiency and maintain their light output throughout life. More and more truck operators are making use of these benefits in Class A direction signals, back-up and stop light services.

Makers of the finest lighting systems for commercial vehicles use G-E Lamps to assure long and trouble-free performance. So look for the G-E monogram on lamps in the units you buy. And order a stock of G-E Bulbs for emergency replacement, too. Your G-E Wholesaler offers quick delivery on his complete line. General Electric, Miniature Lamp Dept., Nela Park, Cleveland 12, Ohio.



LEFT: Sealed Beam Turn Signal, red, amber or clear lens, 6 or 12 volt; 4½" diameter.

CENTER: Jumbo warning or stop light, red lens, 6 or 12 volt; 7" diameter.

RIGHT: Back-up and Utility Bulb—red or clear lens, 6 or 12 volt; 5¾" diameter.

DOZENS OF TYPES and sizes of replacement bulbs are made by General Electric for every use from bumper to tailgate.

Progress Is Our Most Important Product

GENERAL ELECTRIC

1958 Turn Signal Laws . . .

Continued from page 82

color must be red or amber. Signal must be visible 100 ft and must be given during not less than last 100 ft traveled before turning.

Massachusetts

No requirement.

Michigan

Required on all new vehicles manufactured or assembled after Jan. 1, 1955. Also required by statute when the distance from center of steering post to left outside limit of body or load exceeds 24 in., or when more than 14 ft from rear limit of the body or load. Rear colors must red or amber and signals must be visible for 100 ft.

Minnesota

Approved devices required on all vehicles sold after July 1, 1949. Required on other vehicles when so loaded or constructed as to make hand signal invisible. Also required by regulation when the center of the steering post is more than 24 in. from the left side of the body or load, or when more than 14 ft from rear of body or load. Front color must be white, yellow or amber and rear color must be red or yellow. Must be visible 100 ft. Signal must be given continuously last 100 ft before turning.

Mississippi

Approved devices required when so loaded or constructed as to make hand signal invisible. Also required by regulation when the distance from the center of the steering post to the outside of the left-hand side of the vehicle exceeds 24 in. Rear color must be red or amber. Must be visible for 100 ft. Signal must be given continuously for a reasonable distance before turning.

Missouri

Approved devices required on new vehicles registered after Jan. 1, 1954, when so constructed or loaded that a hand and arm signal would not be visible both to front and rear. Law states that hand and arm signal shall be considered not visible when distances from steering post to left outside limit of body, cab or load exceeds 24 in., or when more than 14 ft to the rear limit of body or load.

Montana

Signal lamps required when center of top of steering post is more than 24 in. from left side of body or load, or more than 14 ft from the rear thereof. Front color must be white or amber, rear color must be red or amber, and signals must be visible for 100 ft and be given continuously for last 100 ft before turning.

Nebraska

Approved devices required on all new vehicles manufactured or assembled after Jan. 1, 1954. Required on all other vehicles when so loaded or constructed as to make hand signal invisible. Rear color must be red. Devices must be visible for 100 ft. Signals must be given 50 ft before turning.

Nevada

No regulation. If used, they must be approved.

New Hampshire

Approved devices required on all new vehicles registered in the state which were manufactured or assembled after Jan. 1, 1952. Required on other vehicles when so loaded or constructed as to make a hand signal invisible. Also required when center of steering post is more than 24 in. from left side of body, cab or load. Signal must be visible for 100 ft and must be given continuously during last 100 ft traveled before turning.

Continued on page 87

Owners and operators of national truck fleets cannot afford to jeopardize their rigid on-the-highway operational schedules.

A truck standing idle in the shop cannot produce a profit for its owner, whether it's a balky engine that's responsible or a worn or broken door hinge or lock.

With this thought firmly in mind, those who specify and buy truck body hardware make certain it's a proved product of Eberhard.

EBERHARD MANUFACTURING COMPANY
2850 Tennyson Road • Cleveland 14, Ohio
DIVISION OF THE EASTERN MALLEABLE IRON COMPANY

Eberhard Mfg. Co., 2850 Tennyson Rd., Cleveland, O.

Install the Flashers ALL Car Manufacturers Use!

That's right! Every American car manufacturer uses Tung-Sol Flashers for initial equipment. Naturally it makes sense to use the same flashers when it comes to your replacement work. Tell your supplier you'd rather have the same flashers the car manufacturers specify in the first place. Tell him you'd rather have Tung-Sol Flashers.

Team up with the best

Round out a profitable lighting service with...

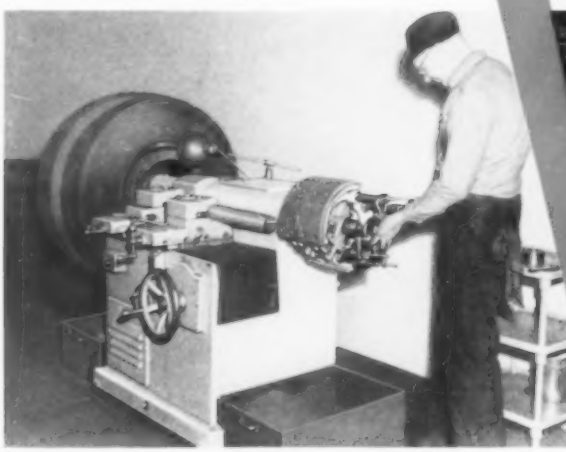
TUNG-SOL signal flashers

ELECTROSWITCH DIVISION, TUNG-SOL ELECTRIC INC. NEWARK 4, N. J.

"Our STAR Transfermatic Double-spindle Brake Drum Lathe pays its way over and over...

- **Assuring our drivers efficient brakes with 100% Lining-to-Drum Contact.**
- **Eliminating brake squealing, grabbing, and frequent adjusting.**
- **Reducing and simplifying our inventory of brake linings and blocks.**
- **Increasing the life of drums and linings because they wear evenly.**
- **Cutting shop 'Down Time' on every bus and truck."**

Says **Lou Pauly** General Sup't. of Maintenance, Twin City Rapid Transit Co., Minneapolis—St. Paul



Specially designed for production work in fleet shops, the STAR TRANSFERMATIC Brake Drum Lathe permits the operator to bore the drums on one spindle and turn mating linings on the other by means of the *exclusive* Transfermatic Method.*

The 2½" turning arbor accommodates all modern, heavy dual drums *with tires mounted!* Boring bars are also 2½" to assure clean heavy cuts (free of vibration) resulting in absolutely smooth drum finishes.

* **The revolutionary TRANSFERMATIC method provides a means of boring the drum and simultaneously turning unfinished oversize lining to the exact diameter of the newly refaced drum.**

Precision-built throughout, the Star Transfermatic Drum Lathe has earned an unparalleled reputation in fleet shops across the nation. Get the complete story and you'll find it will pay you to get a STAR Transfermatic soon!

WRITE, PHONE, OR WIRE TODAY

★ STAR MACHINE AND TOOL COMPANY

231 SIXTH STREET S.E., MINNEAPOLIS 14, MINN.

Turn Signal Laws

Continued from page 84

New Jersey

Approved devices required on all vehicles manufactured and registered after Jan. 1, 1954. Required on all for-hire buses, and other vehicles when so loaded or constructed as to make hand signal invisible. Also required when center of steering post is more than 24 in. from left side of body or load, or when more than 14 ft from rear of body or load. Signal must be given continuously during not less than last 100 ft traveled before turning.

New Mexico

Approved devices required on all vehicles made or assembled after Jan 1, 1954. Also required if so loaded or constructed as to make hand signal invisible or if top center of steering post is more than 24 in. from the left side of body or load or more than 14 ft from rear thereof. Signal must be visible for 100 ft and be given continuously during last 100 ft before turning. Rear color must be red, amber, or yellow.

New York

Approved signal lamps required on all vehicles manufactured or assembled after Jan. 1, 1952. Required on other vehicles when so loaded or constructed as to make hand signal invisible. Required on commercial vehicles after January 1, 1957. If 80 in. or more in width, vehicles must have Class A signals. If less than 80 in., vehicles must have class A or Class B signals. Front color must be white or amber. Rear color must be red.

North Carolina

Approved devices required on all new vehicles assembled or manufactured after July 1, 1953. Required on all buses. Required when center of top of steering post is more than 24 in. from the left side of the body, cab or load or more than 14 ft from the rear thereof. Required on motor carriers with "right-hand" drive. Must be visible for 200 ft.

North Dakota

Approved devices required on all new vehicles sold after Jan. 1, 1952. Also required by statute on other vehicles when hand signal would be invisible or when center of steering post is more than 24 in. from left side of the body or load, or when more than 14 ft from rear of body or load. Rear color must be red. Signal must be visible for 100 ft, and be given for 100 ft before turning.

Ohio

Approved devices required on all new vehicles assembled or manufactured after Jan. 1, 1954. Required on other vehicles when so loaded or constructed as to make hand signals invisible. Also

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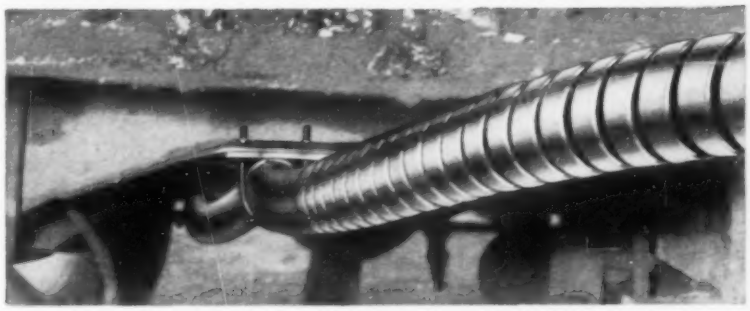
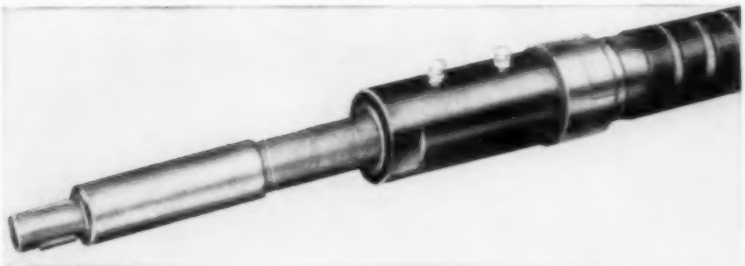
STOW FLEXIBLE SHAFTING
The Ideal PTO Drive



1¼" flexible shaft under tractor-trailer transmitting 10 HP.



1¼" core assembly pulled out of casing. Note steel-backed bronze sleeve bearing

Here are five big reasons why flexible shafting is an ideal power take-off drive on trucks and tractor trailers.

Flexible Shafting:

1. Can connect a drive shaft and a driven shaft which are working at different angles and located in different planes.
2. Eliminates the need for accurate alignment.
3. Eliminates dangerously exposed revolving parts; no safety guards required.
4. Replaces connections affected by vibration.
5. Is economical because it is so easy to install and maintain.

Available with built-in bearings and couplings in sizes from ¼ inch to 1¼ inches in diameter—STOW flexible shafting can help solve your trucking and maintenance problems *IN ADVANCE*. The know-how of 82 years' experience goes into every STOW flexible shaft!

STOW flexible shafts are being used on trucks and tractor-trailers to:

- Operate pumps for petroleum, other liquids and hydraulic pumps on dump trailers.
- Operate conveyors for grain and coal.
- Operate compressors on refrigeration trucks.

Our Engineering Department will be glad to work with you on any special drive problems. For complete data on flexible shafting sizes, torque capacities, and other specifications, write for STOW Engineering Bulletin, No. 570, and Tractor-Trailer Bulletin, No. 542.

STOW

STOW MANUFACTURING CO.

95 Shear St., Binghamton, New York

ALWAYS CHANGING
. . . EVER IMPROVED

Since 1907

This chugging little vehicle (upper right) carrying the "IHC" symbol was the last word in speedy transportation back in 1907. Contrast it with today's modern master of the highways . . . one of the latest in the full International line of motor trucks that serve the transportation industry.

The years have brought tremendous improvements to International Harvester trucks, but none more important to the driver than the Bostrom "Level-Ride" 80 seats, now optional on most I.H. models.

The "Level-Ride" 80 suspension seat developed by Bostrom engineers is a new concept in truck seating. The driver floats over bumps and jolts in a straight line without back slap or rub. The kidney-busting bumps and spine-jarring jolts of rough road vibrations are absorbed between the bottom of the seat and the floor of the cab. Giant torsion springs flex like your knees, taking up the shock instead of transmitting it to your spine.

Used today by leading truck fleets . . . factory-installed as optional equipment by all truck manufacturers. Available for replacement on your existing trucks from your truck dealer or parts jobber. See your Bostrom distributor.

Bostrom Manufacturing Company
133 W. Oregon St., Milwaukee 4, Wis.

80 LEVEL RIDE

Bostrom "Level-Ride" 80 Suspension Seat

FREE MOTION PICTURE IN SOUND AND COLOR *"Gentlemen, Be Seated," an informative motion picture on modern highway travel, is available without charge for showing to groups. Write for booking date.*

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FLEET TRENDS . . .

Democrats want to hurry highway spending. One of the anti-recession moves favored by party leaders in Congress is to take the interstate program off the pay-as-you-go basis. Idea is to permit borrowing from the treasury to fill the highway trust fund. This could mean earlier completion for the highway program. At present, highway administrator Bertram B. Tallamy estimates it'll take 21 years.

Other highway legislation to pump money into the economy is being talked up, too. It's a Democratic plan so far, but GOP leaders are saying that something might have to be done if the anticipated mid-year upturn doesn't materialize. One plan would spur immediate construction of more primary and secondary roads and their urban extensions. The interstate system, with its maze of state and local considerations, cannot be expanded so fast.

—0—

Rubber firms will pool small shipments to save freight costs. The 1400-plus rubber products manufacturing firms have organized a trade group (Rubber Shippers Assn., Inc.) to pool and transport freight for members. The shippers expect large savings due to volume rates. Terminals will be operated for the shippers by carriers.

—0—

Key issues in the Senate's hearings on transportation have nearly all been aired. The railroads have made their appeals for legislative help, and the truckers have countered with strong arguments. The hearings will be finished after one more round of testimony. The Senate subcommittee, headed by Sen. George Smathers (D-Fla.), still wants to hear representatives of federal and state regulatory bodies, including the ICC, as well as labor spokesmen and economists.

Railroad's have asked for a change in ICC's rate-making rules. Trucking witnesses insisted the railroad changes would crush competition and destroy any semblance of a national transportation policy.

Railmen also asked for "department store" integration—in other words, permission to enter competing modes of transportation. Many small trucking firms would be wiped out, a trucking witness replied. Another railroad proposal was increased highway-user taxes. Truckers pointed out that trucks make up less than one-third of highway vehicles, pay about 40% of the highway trust-fund taxes.

"Don't help the railroads at trucking's expense"—that was the theme of the American Trucking Assns' testimony, although it did not deny that some help should be given if railroads need it. For the truckers themselves, these four legislative changes were advocated:

1. Repeal the 3% tax on transportation.
2. Reduce the agricultural exemption.
3. Require the government to pay regular commercial rates on

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its shipments, just like any other shipper.
4. Halt the masquerade of pseudo-private carriers who buy property at one location and sell it at another—only to make a profit on the transportation.

Trucking and railroad spokesmen got together on one idea: both agreed that the transportation tax should be repealed. And the unity apparently had its effect—13 of the subcommittee's 15 members endorsed a resolution calling for repeal of the disputed 3% tax.

—0—

ICC plans its own investigation of "buy-and-sell" traffic. Chairman Howard Freas says the commission is ready to institute a series of cases cracking down on the practice described in truckers' testimony (see above).

—0—

New officers of the Private Truck Council of America, elected at the Council's 19th annual convention, are: R. B. Rodgers, Standard Oil Co., Chicago, Ill., president; Harry O. Mathews, Armour & Co., Chicago, chairman of the board; Joseph Creed, American Bakers Assn., Washington, D. C., treasurer; C. S. Decker, The Borden Co., New York City, eastern vice president; George D. Thompson, J. P. Stevens & Co., Greensboro, N. C., southeastern vice president; Hugo Waninger, Anheuser-Busch, Inc., St. Louis, Mo., central vice president; and George W. Magee, Coca-Cola Bottling Co., Los Angeles, Calif., western vice president. All will serve for one year.

—0—

Ford isn't planning diesels for its heavy-duty trucks. The announcement that the first American-made Ford diesel will go into some farm tractors has created considerable speculation that the next step will be diesels in Ford's new heavy duty truck line. A check with reliable Ford sources indicates this is not true. The farm tractor diesel development has no application to over-the-road engine design.

—0—

Another highway billboard fight in Congress is brewing. Sen. Richard Neuberger (D-Ore.), whose bill to ban billboards was beaten in committee last year, is ready to try again. Sen. Thomas H. Kuchel (R-Calif.) favors the measure, too.

—0—

Watch out for a new hi-jacking system. Vehicles and loads are being stolen by extra men hired for the day. In the New York area, at least 15 of these cases have occurred recently. According to the Empire State Highway Assn., the blame rests on loose hiring practices. The association's suggestion for combatting the thieves is this: before putting on an extra man as a driver, ask to see his chauffer's license and union book—then check him with his union.

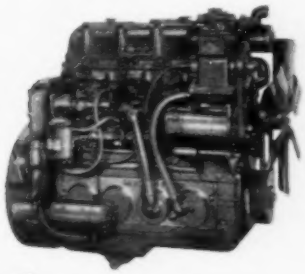
What Bill Barranco thinks of P&H DIESEL

When Mr. Wm. S. (Bill) Barranco, president of Liberty Trucking Co., sees reports from his fleet, he knows that P&H Diesels deliver "far above average performance." Mr. Barranco says, "The steady flow of uniform power and speed has reduced our running time without overspeeding."

Until Harnischfeger developed the P&H Diesel, fleet operators had to be satisfied with operating characteristics which did not fully utilize the potential of the diesel engine. But now, P&H Diesels have changed this situation with:

- **faster starting, better idling than any diesel engine on the road**
- **highest horsepower per pound of weight**
- **25% fewer working parts and all wearing parts interchangeable**
- **exclusive "Unitized" power assembly that can be replaced in less than 60 minutes.**

Specify the one diesel with all the features that deliver top performance—P&H Diesel. P&H Diesel Engine Division, Crystal Lake, Illinois.



P&H DIESELS

Fastest Growing Name in Diesel Power

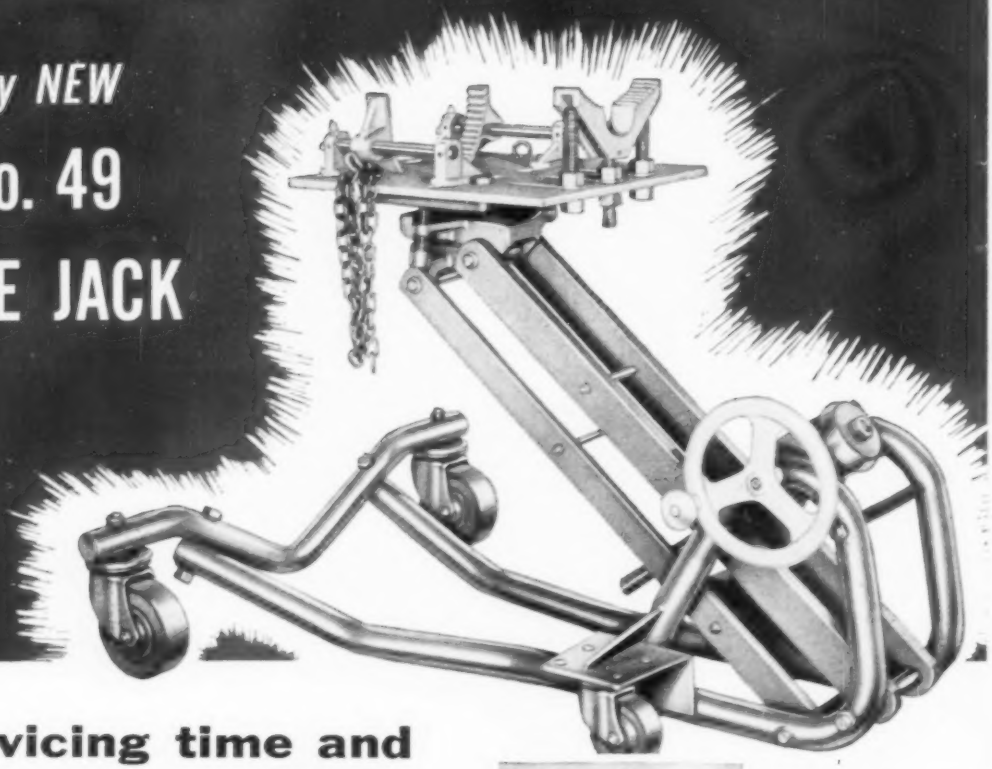
You are probably in a "diesel rut," if you haven't compared the performance and operating costs of the P&H Diesel with other diesels *recently*.

NOW! one man can handle any heavy-duty truck transmission!

the revolutionary NEW

WALKER No. 49 UNI-CRADLE JACK

for ALL transmissions, torque converters, differentials.



Slash servicing time and costs as much as 60%

Man hours saved mean man-sized cost reduction. And that's just what the amazing new Walker No. 49 Uni-Cradle was made to do. Take those *extra* men off heavy-duty truck transmission jobs! For the first time, one man—and one man alone—can handle any transmission removal or installation, thanks to the No. 49.

Two unique Walker-developed features make the difference; side control design and the revolutionary tilt control that moves a transmission as little as a hair, as much as 10% off center, in any direction—front, back, right or left! The head pitches forward and backward for spline alignment, tilts to either side for dowel pin and bolt alignment!

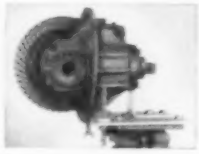
As for the side controls: notice how the elevating wheel is placed so the operator can visually align the pilot shaft and still be in comfortable reach of *all* controls.

The revolutionary new Walker No. 49 Uni-Cradle has been pre-tested and approved by the nation's leading fleet service shops and truck manufacturers. See for yourself how much this great new transmission jack can save you in man hours and dollar costs. Just fill out and mail the coupon below:

WALKER MANUFACTURING COMPANY OF WISCONSIN • RACINE, WISCONSIN

Adaptor for Allison transmissions goes into place in a jiffy . . . handles Chevrolet Powermatic and Ford Transmatic with greater precision and ease than ever before possible.

Differential adaptor handles all types of truck differentials (except top mounted)—including double reduction, two-speed and forward drive units of tandem rear ends.



No. 49 has lowered position height of 7½" and large ball bearing wheels for easy, quick dollying in tight under-truck spaces.

WALKER MARKETING CORPORATION • Racine, Wis.

Gentlemen:

Please send me additional information, and name of Walker Distributor nearest me.

Name .....

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Company .....

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City ..... Zone ..... State .....

WALKER

World's leading maker of jacks

Sold and Distributed by Walker Marketing Corporation, Racine, Wisconsin

1958 Turn Signal Laws . . .

Continued from page 87

required by statute when center of steering post is more than 24 in. from left side of body or load, or when more than 14 ft from rear of body or load.

Oklahoma

Approved devices required when so loaded or constructed as to make hand signal invisible. Also required by statute when body of vehicle projects 24 in. or more to left of center of steering wheel. Rear color must be red, amber or yellow. Signals must be visible 100 ft and given continuously during last 100 ft before turning.

Oregon

Approved devices required when so loaded or constructed as to make hand signal invisible or if center of top of steering post is more than 24 in. from left side of body or load, or more than 14 ft from rear of body or load. Devices must be visible at 100 ft and signals must be given for 50 ft before turning.

Pennsylvania

Approved devices required when so loaded or constructed as to make hand signal invisible. Also required by regulation when center of steering post is more than 24 in. from left side of body or load, or when more than 14 ft from rear of body or load. Rear color must be red or yellow. Must be visible for 100 ft.

Rhode Island

Same as for Maine, except signal must be visible 100 ft.

South Carolina

Required when so loaded or constructed as to make hand signal invisible. Rear color must be red or yellow. Must be visible 100 ft. Signal must be given continuously during last 100 ft before turning.

South Dakota

Approved devices required on all new vehicles sold after Jan. 1, 1954. Required on other vehicles when so loaded or constructed as to make hand signal invisible. Rear color must be red or yellow and must be visible 100 ft.

Tennessee

Approved devices required when center of top of steering post is more than 24 in. from left side of body, cab, or load, or when more than 14 ft from rear of the body or load. Signals must be given continuously for at least 50 ft before turning.

Texas

Same as for Oklahoma.

Utah

Approved signal lamps required when center of steering post is more than 24 in. from left side of body or load, or more than 14 ft from rear of body or load. Front color must be white or amber. Rear must be red or amber. Must be visible 100 ft and given continuously during last 100 ft before turning.

Vermont

Approved devices required on all new vehicles manufactured or assembled after Jan. 1, 1955.

Virginia

Approved devices required on all new vehicles manufactured or assembled after Jan. 1, 1955. Required when so loaded or constructed as to make hand signal invisible. Also required by statute when center of steering post is more than 24 in. from left side of body or load, or when more than 20 ft from rear of body or load. Must be visible for 100 ft. Wherever the lawful speed is more than 35 mph, signals must be given continuously for a distance of at least 100 ft, and in all other cases at least 50 ft before turning, partly turning or materially altering the course of the vehicle.

Washington

Approved devices required on all new vehicles assembled or manufactured after Jan. 1, 1954. Also required on other vehicles so loaded or constructed as to make hand signal invisible or when top center of steering post is more than 24 in. from the left side of body or load or more than 14 ft from the rear thereof. Color to front must be white or amber, and to rear must be red or amber. Signal must be visible for 100 ft and must be given continuously during last 100 ft before turning.

West Virginia

Approved devices required when so loaded or constructed as to make hand signal invisible. Rear color must be red, amber or yellow. Signal must be visible for 100 ft and given continuously during last 100 ft traveled before turning.

Wisconsin

Approved signal lamps required on all new vehicles sold after Jan. 1, 1955. Required when so loaded or constructed as to make hand signal invisible. Also required by regulation when body of a vehicle projects 24 in. or more to left of center of steering wheel. Front color must be white or amber. Rear color must be red or amber. Must be visible for 100 ft and signal must be given continuously during the last 100 ft traveled before turning.

Wyoming

Approved devices required on all new vehicles manufactured and assembled after Jan. 1, 1956. Same regulations as for Utah.

The Only Safe Way

TO CHANGE TUBELESS TIRES

on Light-Duty Vehicles

Tire manufacturers' recommendations must be followed when mounting and demounting 14" and 15" tubeless tires on small commercial trucks and other light-duty fleet vehicles. These include the use of an approved lubricant.

RuGLYDE is THE approved tire lubricant—the only rubber lubricant that speeds and simplifies tire changing without endangering the air seal, rubber or paint finish in any way! RuGLYDE permits perfect bead seating—prevents "after-slippage" and tire "thumping"—and will not induce rust.

and Large Heavy-Duty Trucks

The need for RuGLYDE for larger truck tubeless tires is even more urgent. Applied to bead and rim, RuGLYDE eases the difficult job of seating the tighter and heavier bead on the tapered rim . . . prevents scuffing . . . protects the air seal. A "must", too, for tube and flap assembly.

RuGLYDE is also an ideal "cleaner" for making tires and rubber accessories look new. Use on lube-rack, too. Its deep penetrating action makes it unexcelled for squeak-proofing rubber parts and fittings.

See your jobber or write

AN AGS PRODUCT

R-338

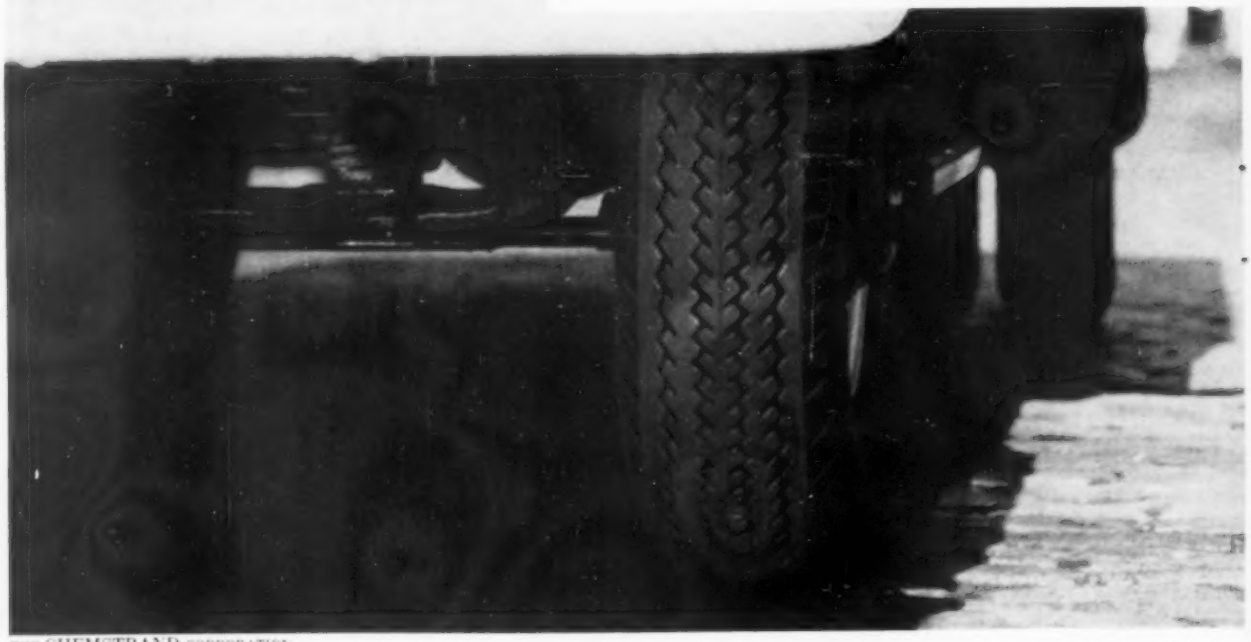
AMERICAN GREASE STICK COMPANY
MUSKEGON, MICHIGAN

Truckers

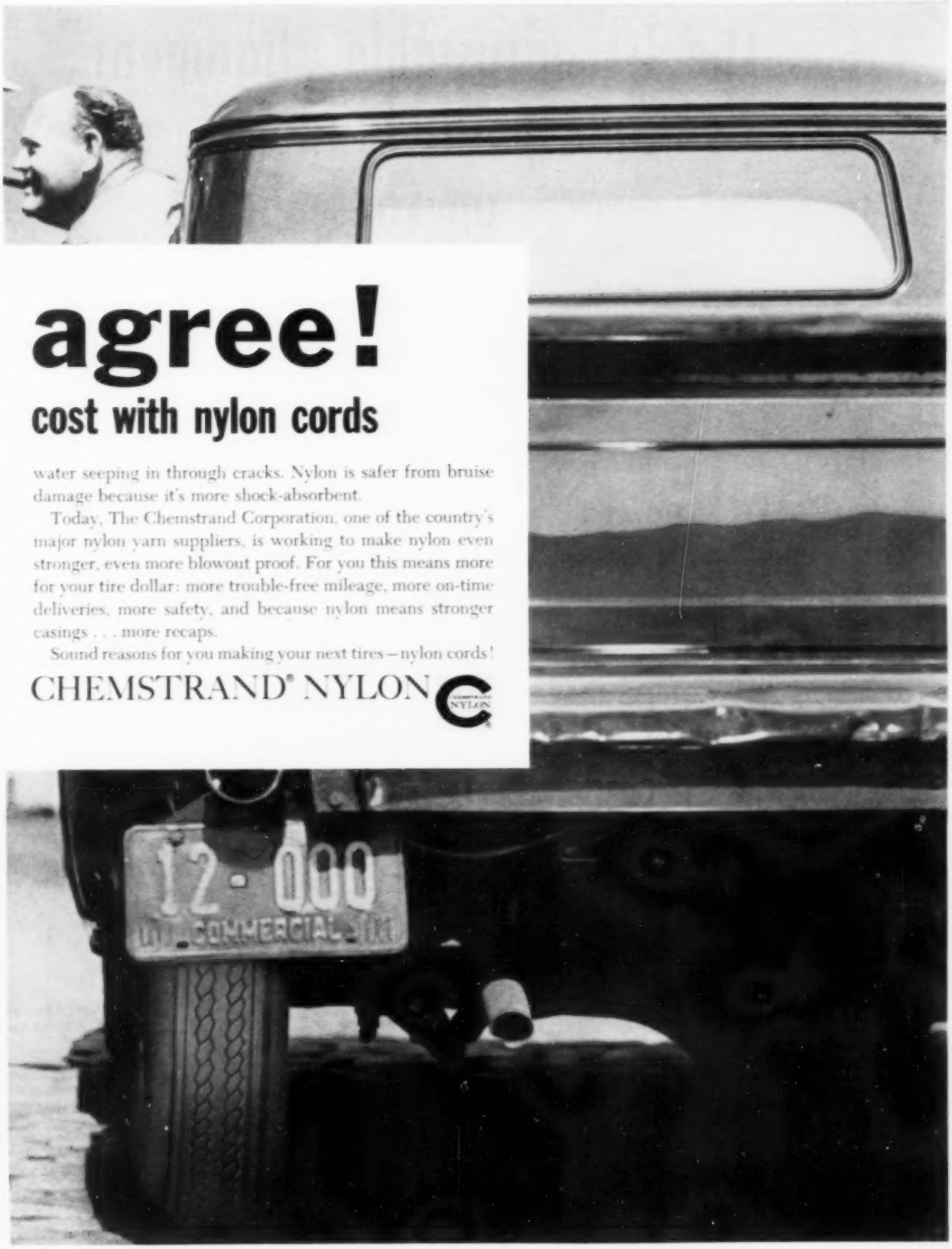
there's more mileage at less

It's a matter of cold economics. Truckers need tires that give the most mileage with the least trouble. That means tough, long-lasting nylon cords. Nylon cords have proved their superiority in endless miles of heavy-duty hauling . . . clocked under every kind of road and weather condition. The record: minimum down-time due to blowouts, repair, replacement.

What's behind this performance? The simple fact that nylon is the most rugged and durable cord fiber yet developed by science. Nylon is cooler-running, better able to resist the blistering heat that can build up inside tires. Nylon is safer at every turn because it gives when you need give. Nylon is safer from moisture because it won't rot from



THE CHEMSTRAND CORPORATION
GENERAL SALES OFFICES: 350 FIFTH AVENUE, NEW YORK 1, N. Y. • DISTRICT SALES OFFICES: 350 Fifth Avenue, New York 1; 3½ Overwood Road, Akron, Ohio.



agree!

cost with nylon cords

water seeping in through cracks. Nylon is safer from bruise damage because it's more shock-absorbent.

Today, The Chemstrand Corporation, one of the country's major nylon yarn suppliers, is working to make nylon even stronger, even more blowout proof. For you this means more for your tire dollar: more trouble-free mileage, more on-time deliveries, more safety, and because nylon means stronger casings . . . more recaps.

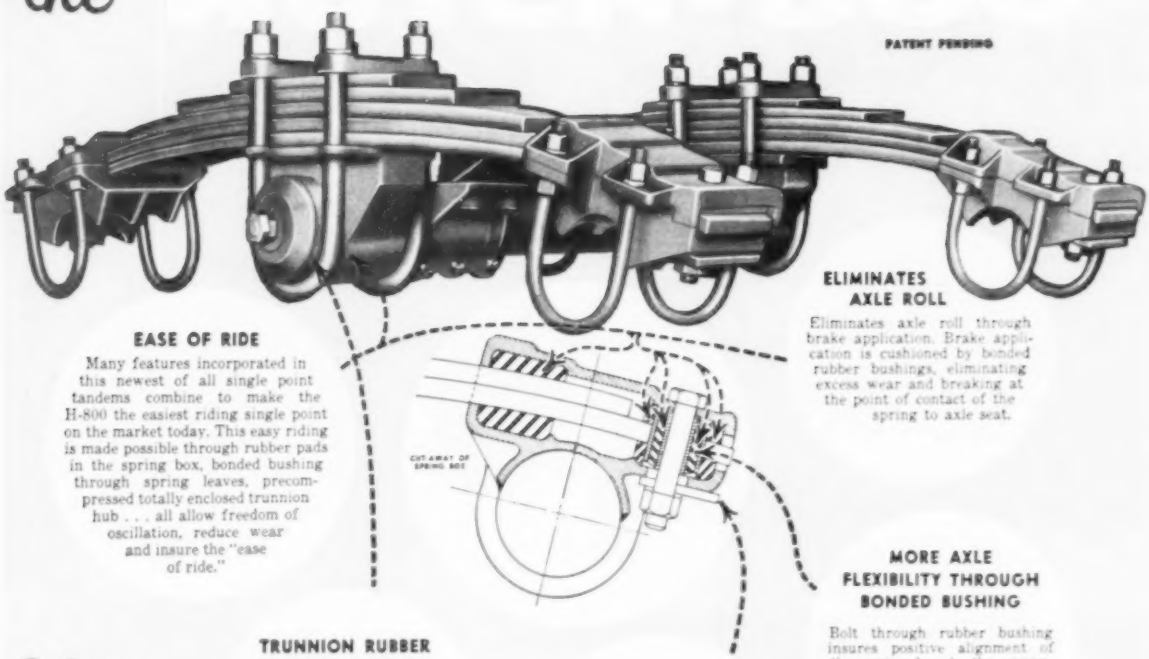
Sound reasons for you making your next tires – nylon cords!

CHEMSTRAND® NYLON

197 First Avenue, Needham Heights, Mass.; 129 West Trade Street, Charlotte, N. C. • PLANTS: CHEMSTRAND® NYLON–Pensacola, Fla.; ACRILAN® ACRYLIC FIBER–Decatur, Ala.

the 1st adjustable alignment single point tandem on the market!

the



EASE OF RIDE

Many features incorporated in this newest of all single point tandems combine to make the H-800 the easiest riding single point on the market today. This easy riding is made possible through rubber pads in the spring box, bonded bushing through spring leaves, precompressed totally enclosed trunnion hub . . . all allow freedom of oscillation, reduce wear and insure the "ease of ride."

ELIMINATES AXLE ROLL

Eliminates axle roll through brake application. Brake application is cushioned by bonded rubber bushings, eliminating excess wear and breaking at the point of contact of the spring to axle seat.

MORE AXLE FLEXIBILITY THROUGH BONDED BUSHING

Bolt through rubber bushing insures positive alignment of the spring box to the spring. This construction allows greater twist in spring box through additional rubber pads above and below spring leaves.

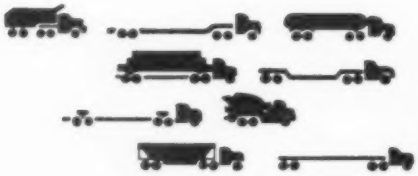
Exclusive Features

TRUNNION RUBBER BUSHING WHOLLY CONFINED

By preloading the rubber bushing at time of assembly, live action of rubber is assured. This results in more flexibility, ease of ride and eliminates wear.

ADJUSTABLE ALIGNMENT

By means of adjustment of the lower half of the spring box a $\frac{3}{8}$" movement of axles forward or backward) insures positive alignment.



Over two years ago the Hutchens engineers realized the urgent need for a heavier, more rugged single point tandem that would allow more oscillation without wear . . . AND have an adjustable alignment feature.

After thorough research and severe road testing under adverse conditions, Hutchens now introduce the new "Hutch-800."

For complete information and details of mounting the H-800 to your subframe along with recommended gusseting and bracing please write directly to the factory.

World's largest Independent manufacturer of suspension units!

Hutchens & Son Metal Products, Inc.

SPRINGFIELD, MISSOURI

600 POINTS OF SALES AND SERVICE IN THE UNITED STATES, CANADA AND MEXICO

Why Dodge Power Giants teamed with Torqmatic can cut truck operating costs on every trip

The Dodge Power-Dome engine, known throughout the industry for its high efficiency, reaches even greater heights in *performance* and *economy* with Torqmatic. Perfectly synchronized to the Torqmatic transmission, the powerful Dodge engine is kept running at its most economical speed under all loads. The result is gasoline savings you can bank.

Dodge with Torqmatic saves *brakes*, too. The built-in hydraulic hill retarder cuts brake wear, reducing lining repair expense by 50% to 87.5%. And, of course, it gives you a big safety bonus.

Other savings? Certainly. Dodge with Torqmatic eliminates clutch repairs and adjustments . . . gives stall-free starts and faster acceleration . . . prevents drive-line failures caused by shock loads . . . stops engine damage from lugging and stalling . . . reduces driver fatigue. And its automatic lock-out gives top fuel economy both on and off the road.

Because Torqmatic is so easy to operate, driver training costs are reduced. A simple flick of the lever controls all six forward speeds and reverse.

Torqmatic is available on all Dodge 500, 600, and 700 Conventional and School Bus models. See your Dodge truck dealer, and let him show you how Dodge with Torqmatic transmission is the savingest combination for *your* fleet.

DODGE *Power Giants*

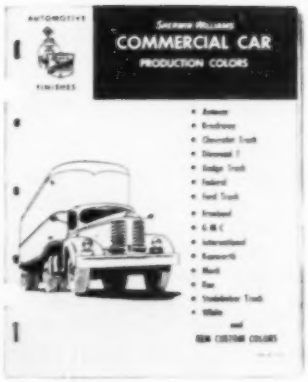
250 SHORT CUTS

to faster fleet refinishing...

Here's handy help in ordering finishes to match factory production colors on all makes of commercial cars!

This 32-page catalog of Sherwin-Williams Commercial Car Production colors contains color swatches and catalog listings of all popular commercial car colors available in KEM Enamel factory packaged colors or as custom-mixed quality enamel or lacquer colors. Cross-references simplify ordering — actual color samples aid selection of new color schemes from a wide choice of conveniently available standard colors. This comprehensive manual also contains full data on recommended air-dry and bake systems, metal preparation, etc.

If your operations involve refinishing or color styling of commercial fleets, a copy of this up-to-date Commercial Color Catalog O-149 will be supplied for your use without obligation. Please write on your company letterhead to The Sherwin-Williams Co., Automotive Division, Cleveland 1, Ohio.



COVER THE EARTH
OPEX KEM Automotive FINISHES

SHERWIN-WILLIAMS

AUTOMOTIVE FINISHES

Photo courtesy of Clark Equipment Co.

Keep off-the-road rigs on-the-job with

OAKITE MAINTENANCE CLEANING

Steady, on-the-job production from your off-the-road rigs shows up clearly in the profit column. That's why good maintenance cleaning practices are a must.

Oakite cleaning helps you restore your equipment to good working order fast. There are safe, efficient, time-saving Oakite materials for *every* maintenance job, including:

- Dissolving carbon deposits
- Removing grease and sludge
- Stripping paint
- Removing rust
- Descaling radiators

—and many, many more. Your local Oakite man will be glad to tell you about it. He'll show you exactly where he can save you money and time in your maintenance cleaning operations. Or, for free illustrated booklet, write Oakite Products, Inc., 52G Rector Street, New York 6, New York.

OAKITE

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Export Division Cable Address: Oakite

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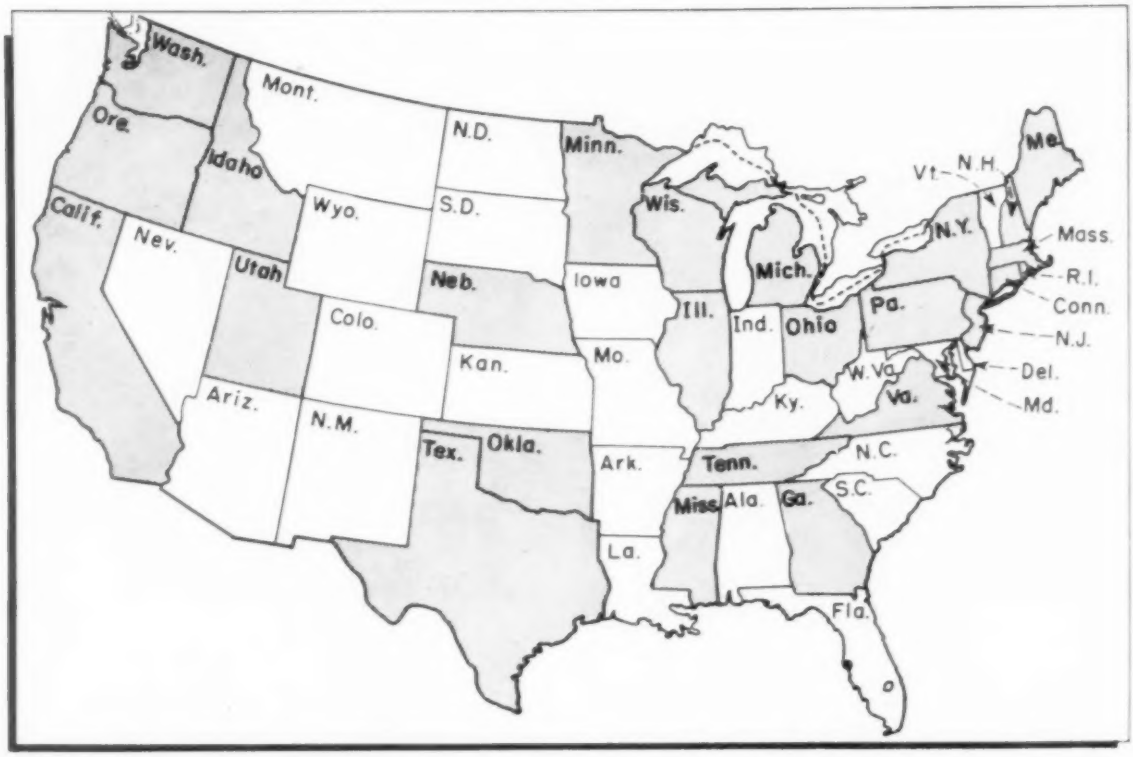
State Regulations for Mudflaps in '58

On the next few pages you'll find a digest of what each state calls for in mudguards and mudflaps. Here are the complete requirements covering buses, trucks and trailers, simply stated for fast reference.

Over half the states in the nation now have laws requiring some form of device for preventing splashing from tires. If you're in doubt as to which states do so, or just what is needed to comply with the law where you operate, the next few pages can clear things up for you, save you money in fines and time lost.

You may have to make some changes . . .

. . . if your vehicles are equipped in accordance with last year's regulations. But with this fast-reading Fleet Owner digest of information provided by the National Highway Users Conference, it will take you only a few minutes to find out if the states you operate in have altered their laws.



SHADED STATES on map require some form of splash guard. Here's a . . .

Summary of Mudflap Laws for '58

THE NUMBER OF STATES requiring mudflaps or mudguards remains the same since last year's Data Book —25. These are shown in gray on the map above. But there have been several changes in regulations that truckers should know about, especially Illinois' controversial contour mudflap law. Though this amendment is under attack, state police have announced it will be enforced. The information below was digested for FLEET OWNER by the National Highway Users Conference and adapted for speedy reference.

☐ **Alabama**

No requirements.

☐ **Arizona**

No requirements.

☐ **Arkansas**

No requirements.

☐ **California**

All motor vehicles, trailers, or semitrailers operating on any highway must be equipped with fender, cover or devices including flaps or splash aprons, unless the body of the vehicle or attachments adequately minimize the spray or splash of water or mud to the rear of the vehicle.

☐ **Colorado**

No requirements.

☐ **Connecticut**

All buses, trucks, full trailers or semitrailers of registered gross weight exceeding three tons, operating on any public highway, must be equipped with metal protectors or flexible flaps behind the rearmost wheels. Rear wheels, not covered at the top and rear by fender, body or other parts of the vehicle must be covered at the top by a standard protective means. Not required if design and construction of the vehicle accomplish these requirements. Vehicles where complete freedom around the wheel area is necessary to secure the designed use of the vehicle (dump trucks, concrete mixers, etc.) and farm vehicles are exempt.

☐ **Delaware**

No requirements.

☐ **District of Columbia**

No requirements.

☐ **Florida**

No requirements.

☐ **Georgia**

Every bus, truck, full trailer, semitrailer, and pole trailer must be equipped with metal protectors or flexible flaps on the rearmost wheels. Ground clearance must be not more than one-fifth the distance from the center of the rearmost axle to the center of the flaps under any loading conditions; must be at least as wide as the tires they protect. Not required if vehicle design and construction accomplish requirements.

☐ **Idaho**

Requires motor vehicles, trucks, buses, trailers and semitrailers to be equipped with fenders or covers over rear wheels.

☐ **Illinois**

Buses, trucks, trailers and semitrailers must be equipped with contour rear fender splash guards, which may be of flexible material, but must parallel the tread surface through the top rear quar-

ter of the tires (or to within 2 in. of body if clearance between body and tires is less than 5 in.). Splash guards must be mounted within 6 in. of tire (when vehicle is fully loaded) and have lip or flange on outside edge extending 2 in. below mudflap bottom surface; must be as wide as the tires, and must have a ground clearance of no more than 10 inches (when loaded to maximum legal capacity). Not required if design of vehicle accomplishes the requirements, or for in-transit vehicles capable only of using temporary splash guards approved by State Police. Also not required on 2-axle farm vehicles, pole trailers, dump trucks, cement mixer trucks, grain trucks, construction and drilling equipment, and vehicles operated mainly within municipalities and adjacent areas. Department of Public Safety, by regulation, may require non-contour mudflaps on excepted vehicles.

☐ **Indiana**

No requirements.

☐ **Iowa**

No requirements.

☐ **Kansas**

No requirements.

☐ **Kentucky**

No requirements.

☐ **Louisiana**

No requirements.

☐ **Maine**

Truck trailer or semitrailer, operated on any way must be equipped with suitable guards which will effectively reduce the spray or splash to the rear of mud, water or slush caused by the rear wheels. Not required on truck with registered gross weight of less than 14,000 lb. dump truck (in construction area), truck tractor or fire department vehicle.

☐ **Maryland**

No requirements.

☐ **Massachusetts**

Every motor vehicle, except passenger vehicles, operated on any way must be equipped with suitable guards which will effectively reduce the spray or splash to the rear of vehicle of mud, water or slush, caused by the rear wheels.

☐ **Michigan**

Commercial vehicles and combinations of a commercial vehicle and trailer or truck tractor and semitrailer used on a highway must be constructed or equipped to bar water or other road substances thrown from the rear wheels at tangents exceeding 22½ degrees measured from the road surface. If flap type device is used, it must not have attached any type of lamp, reflective material or reflecting buttons; nor can device extend beyond the 96 inch maximum width limit of vehicle.

☐ **Minnesota**

All trucks, trailers, and semitrailers, except pole trailers and rear-end dump trucks, must have wheel flaps or other suitable protection above and behind rearmost wheels. Such flaps or protectors must have a ground clearance of not more than one-fifth of the horizontal distance from the center of the rearmost axle to the flap under any conditions of loading or operation and must be at least as wide as the tires.

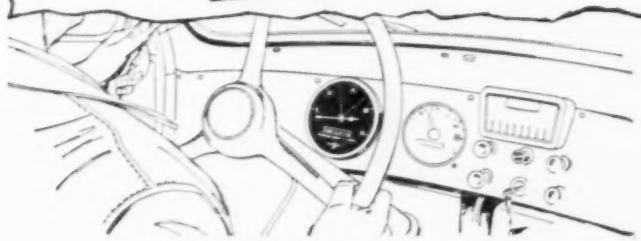
Not required if design and construction of the vehicle accomplish these requirements. If rear wheels are not covered at the top by fenders, body or other parts of the vehicle, protective means must extend at least to a point directly above the center of rearmost axle.

☐ **Mississippi**

Any car, truck, truck-tractor, trailer or semitrailer or bus, the gross weight of which, including the load, exceeds ten tons, operating on public highways, streets, bridges or culverts must be equipped with metal protectors or flexible flaps on the rearmost wheels. Pole trailers, dump trucks, and trucks car-

Continued on page 104

First choice of owners
...and drivers!



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TRUCK TACHOMETERS

Accurate! Positive electric drive assures accurate speed indications. Makes safer, more economical operation possible!

Dependable! Manufactured to highest standards of quality. Designed and engineered for long, reliable service. Vibration-proof . . . no flexible shafts, no oscillators to break or need repairs!

Easy to Install! No special tools or changes in vehicle's electrical system required. Will not affect engine spark or timing at any speed.

Easy to Read! Large 3" diameter, illuminated face dial. Steady pointer has full 270° travel for quick reading. Adjustable red markers help you stay inside "economy range."

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INSTRUMENT DIVISION
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SPECIFY...

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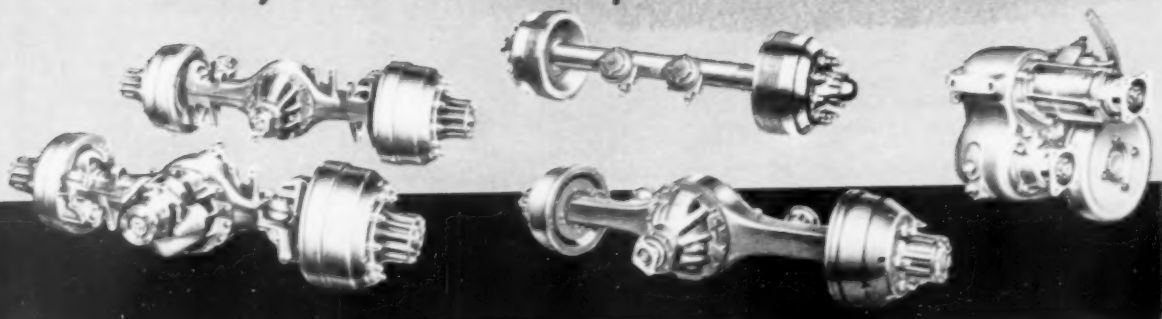
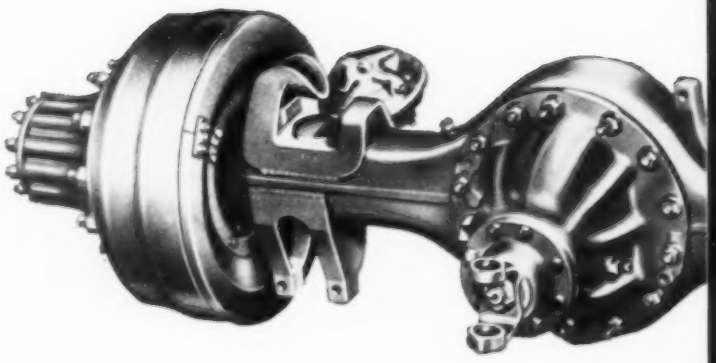
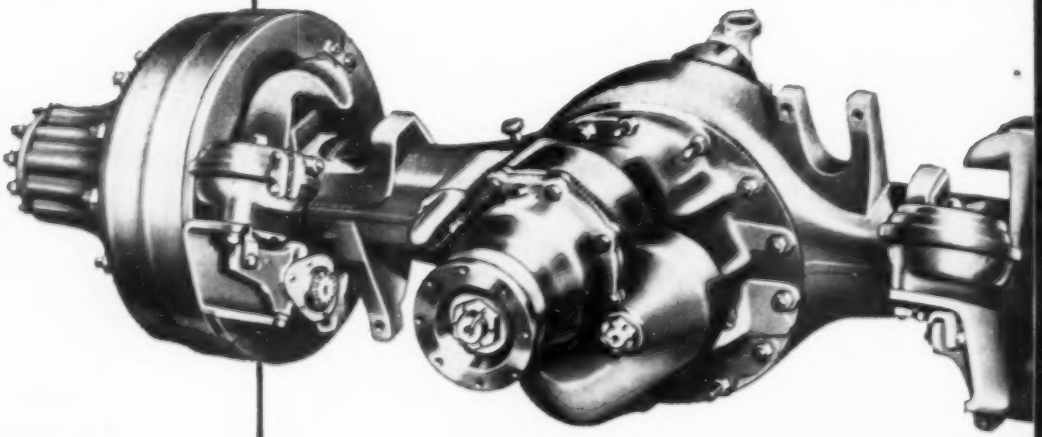
Today's Most Complete Line of Quality



Whatever your requirements for highway or off-the-road equipment—Timken-Detroit® offers you a full line of driving, trailer and front axles . . . brakes and gear boxes . . . backed by over 50 years of manufacturing experience and proven by continuing field and laboratory research.

Proving the superiority of design, engineering features and quality that go into every Timken-Detroit product is the *Lightweight Tandem.*





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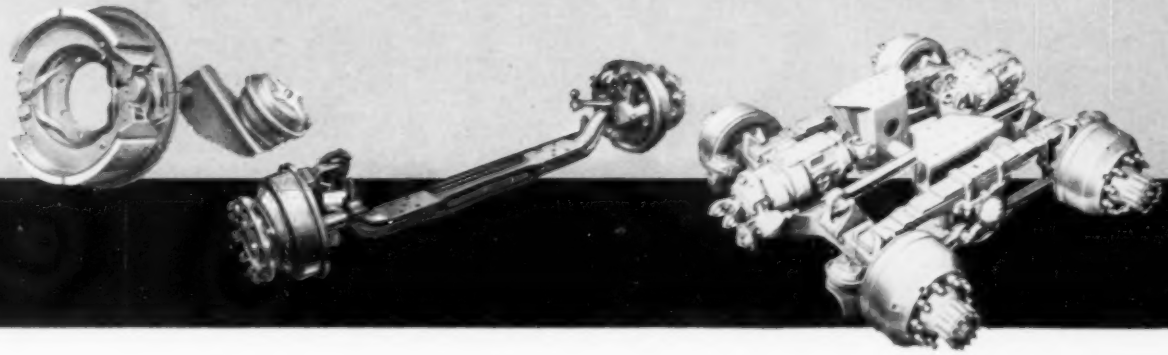
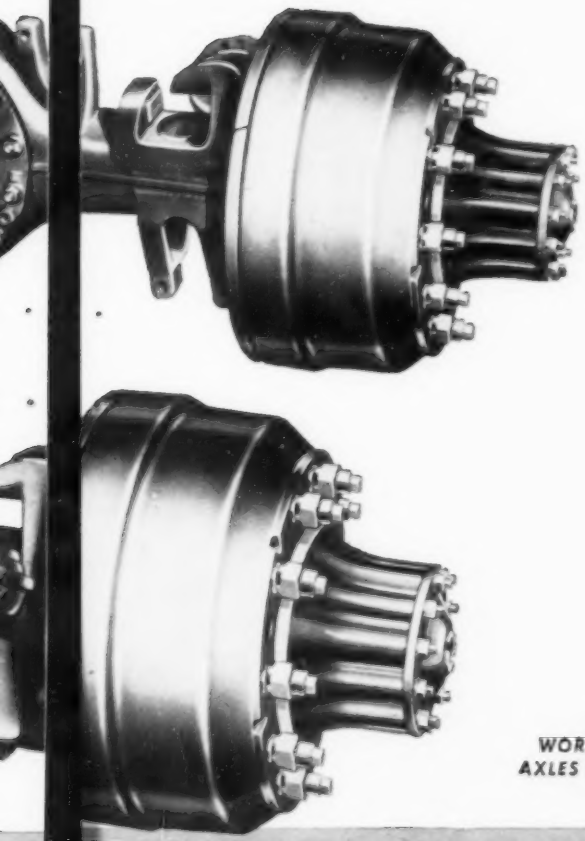
Rockwell Spring and Axle Co.

Axles and Brakes for Commercial Vehicles



TIMKEN-DETROIT® LIGHTWEIGHT TANDEM GIVES YOU...



Greater Payload Capacity! Up to 700 pounds lighter than any other unit of equal capacity, this new tandem will give you up to 26,000 extra ton-miles payload in every 75,000 miles of operation.

Parts Interchangeability means easier maintenance. Almost all the parts in this new tandem—gears, pinions, differentials and brakes—are interchangeable with parts from Timken-Detroit standard single axles. This assures you more productive road time . . . faster, simpler, more economical maintenance . . . and smaller parts inventory.

Inter-Axle Differential divides torque evenly between axles . . . yet permits wheels of one axle to revolve faster or slower than wheels of the other axle. This means both axles are doing equal amounts of work . . . driving parts and tires last longer.

Driver-Controlled Lockout! With Timken-Detroit Inter-Axle Differential, the driver can obtain the advantages of straight-through drive under slick conditions by locking out the differential at any driving speed.

Big, Dependable Hypoid Gears rotate in correct direction for maximum gear and bearing life.

Plants at: Detroit, Michigan
Oshkosh, Wisconsin • Kenton and Newark, Ohio
New Castle, Pennsylvania

TIMKEN Detroit AXLES
TIMKEN-DETROIT AXLE DIVISION
ROCKWELL SPRING AND AXLE COMPANY
DETROIT 32, MICHIGAN
Accepted Standard

WORLD'S LARGEST MANUFACTURER OF AXLES FOR TRUCKS, BUSSES AND TRAILERS

Mudflap Laws . . .

Continued from page 101

rying an "F" license tag are exempt.

The flaps or protectors must have a ground clearance of not more than one-fifth of the distance from the center of the rearmost axle to the center of the flaps under any conditions of loading; must be at least as wide as the tires they are protecting. Not required if the vehicle is designed and constructed so that the purpose of this act cannot be met, in the discretion of the Commissioner of Public Safety.

If the rearmost wheels are not adequately covered at the top, the flaps must be extended to a point directly above the rearmost axle. Lamps or wiring must not be attached to protectors.

Missouri

No requirements.

Montana

No requirements.

Nebraska

Every new motor vehicle or semitrailer purchased after January 1, 1956 and operated on any highway must be equipped with fenders, covers or devices, including flaps or splash aprons, unless the body of the vehicle affords adequate protection to effectively minimize spray or splash to rear.

Nevada

No requirements.

New Hampshire

Every truck, bus, trailer or semitrailer operated on any way must be equipped with suitable flaps or guards—of a size and type approved by the Commisisoner of Motor Vehicles — which will effectively reduce the throw, spray or splash to the rear.

New Jersey

All buses, trucks, full trailers or semitrailers of a registered gross weight exceeding three tons and operating on any public highway must be equipped with metal protectors or flexible flaps on the rearmost wheels.

If the rear wheels are not covered at the top by fender, body, or other parts of the vehicle, the rear wheels must be covered at the top. Vehicles designed and constructed to meet these requirements are exempt as are pole trailers, dump trucks, tanks or other vehicles where complete freedom around the wheel area is necessary to secure the vehicle's designed use.

Flap or protector must be wide enough to secure the vehicle's designed use. Flap or protector must be wide enough to cover total tire width and must not extend beyond the vehicle.

New Mexico

No requirements.

New York

All commercial motor vehicles must be equipped with durable, flexible flaps having a ground clearance of not more than one-third of the distance from the mudflap to the point of contact of the wheel with the ground. The Commissioner of Motor Vehicles may make further regulations, guided by the desirability of uniformity among the states.

North Carolina

No requirements.

North Dakota

No requirements.

Ohio

Any commercial car, trailer, or semitrailer, the gross weight of which, with load, exceeds three tons operated on public highways, streets, bridges, and culverts must be equipped with metal protectors or flexible flaps on the rearmost wheels. Ground clearance must be not more than one-fifth the distance from center of rearmost axle to center of flaps under any loading condition, and must be at least as wide as tires they protect.

Not required if vehicle's design and construction accomplish these requirements. Rear wheels not covered at top by fenders, bodies, or other parts of vehicle must be covered by protective means extending at least to center line of the rearmost axle.

Oklahoma

All trucks, trailers or other vehicles operating on the highways, except animal drawn vehicles, not equipped with fenders over the rearmost wheels, must have a rubber or fabric apron directly in rear of these wheels, hanging perpendicular from the body. Does not apply to farm tractors traveling less than 20 mph.

Oregon

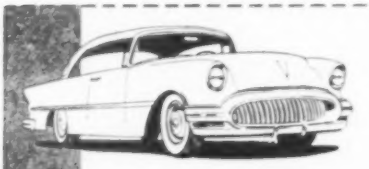
All motor vehicles, trucks, buses, bus trailers, semitrailers or trailers, except a motor truck chassis not equipped for hauling a load, or a semitrailer equipped with bunks, must be equipped with fenders or covers, which may include flaps or splash aprons, as follows:

(1) every motor truck with a body, bus, bus trailer, semitrailer or trailer—on the rear wheels, from a point above and forward of the center of the tire over and to the rear of the wheel to a point not more than 10 in. above the highway surface when vehicle is empty.

(2) every motor truck not equipped with a body—behind the rear wheels, downward from a point not lower than halfway between the center of the wheels and the top of the tires on such wheels to a point not more than 10 in. from the highway surface when vehicle is empty.

(3) all other motor vehicles—behind

Continued on page 106



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A portable brake-testing instrument now in use by thousands of state inspection stations, police officials, fleet owners and testing laboratories. It rests on the floor of the vehicle to be tested and measures simultaneously on the same scale: (a) Distance to stop in feet from 20 mph., (b) Deceleration in feet per second per second, (c) General condition of brakes such as excellent, good, fair, poor or unsafe. Information is indicated by a pointer which is returned to zero by pressing a reset button after each test. Instrument is portable and rugged. An additional feature permits measurement of grade.

Additional data upon request in **Bulletin 2289-A-2**

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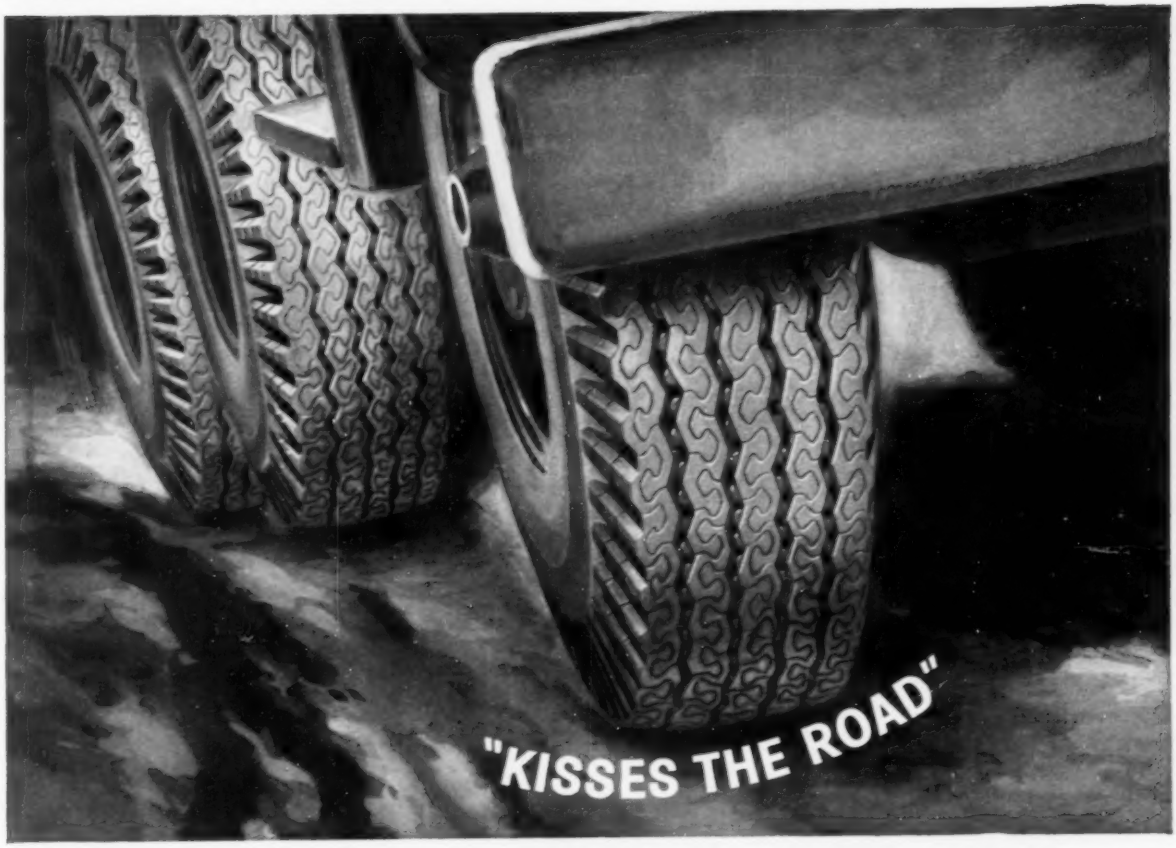
NEW ARMSTRONG TIRE



ROLLS 114,000 MI. BEFORE FIRST RECAP!

Rolling doesn't wear off rubber — scuffing does. Armstrong's new design checks scuffing, gives phenomenal mileage.

"114,000 miles over rugged Maine roads — and still good for a lot more!" That's typical of letters in our files testifying to the amazing mileage Armstrong's new Miracle S-D Tires run up — because they "kiss the road".

Tire engineers have long known that so long as a tire *rolls* freely, tread wear is negligible. But when design causes rubber to be dragged, even a fraction of an inch, scuffing causes rapid wear.

Miracle S-D Armstrong Tires lick scuffing two exclusive, patented ways. Interlocking sipes let the tread *kiss* the road hello and goodbye. And intratread bumpers (see diagram) permit deep-tread ribs that *can't* weave. Traction goes sharply UP; scuffing, slipping and skidding go sharply DOWN. Run your own test on these new tires that "kiss the road" — and revise your ideas of how long over-the-road tires can last.

Exclusive interlocking sipes grip road in all direction, yet "kiss" the road and leave it without *fore-and-aft* scuffing.

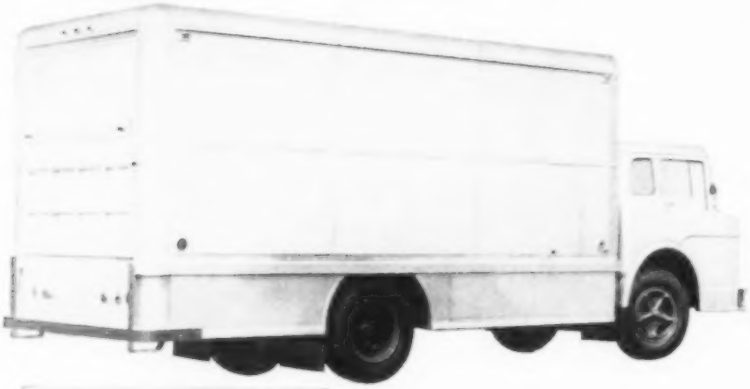
Exclusive intratread bumpers prevent deep tread from weaving under load or braking pressure, greatly reduce *side-to-side* scuffing.

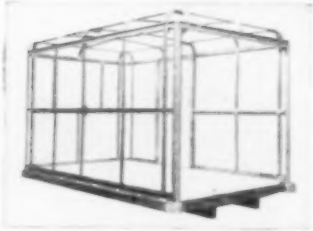
ARMSTRONG *MIRACLE S-D* TRUCK TIRES

The Armstrong Rubber Co., Home Office, West Haven, Conn.

ASK . . . your truck body builder about

LINDSAY STRUCTURE "Custom" TRUCK BODY KITS!





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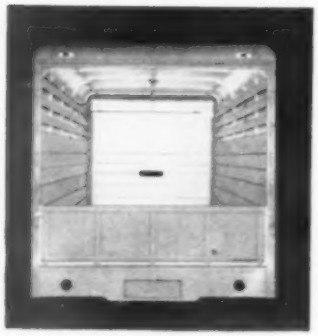

With Lindsay Structure "Custom" Kits, your truck body can be built to your specific operating requirements . . . from strong, sturdy shell to interiors, accessories, doors and flooring . . . and in size, shape and style to meet your needs.

The great over-all strength of a Lindsay body gives greatest possible load insurance, will withstand terrific punishment to protect your load . . . and keep your truck on the road, with minimum maintenance. Experienced, authorized builders plus a nationwide distribution system, mean fast, easier repairs with minimum time out of service.

Find out why it is to your advantage to have your next truck body built of Lindsay Structure. Write or call for further information.

LINDSAY STRUCTURE DIVISION

INTERNATIONAL STEEL COMPANY

1423 Edgar Street LS Evansville 7, Indiana

Canadian Affiliate: Lindsay-International, Ltd., Port Credit, Ontario

Mudflap Laws . . .

Continued from page 104

all wheels, from a point above and forward of the center of the tire over and to the rear wheel to a point not more than 20 in. above the highway.

☐ **Pennsylvania**

Every commercial motor vehicle and combination of a commercial motor vehicle and trailer or of a truck tractor and semitrailer used on a highway must be constructed or equipped to bar water or other road surface substances thrown from the rear wheels at tangents exceeding 22½ degrees measured from the road surface and in a straight line to vehicle's rear.

☐ **Rhode Island**

Every bus, truck, trailer or semitrailer of over 3 tons registered gross weight operated on any public highway must be equipped with suitable metal protectors or substantial flaps behind the rearmost wheels to reduce so far as practicable such wheels from throwing dirt, water etc. on windshields.

Such protective means must also cover the top of wheels unless they are covered by other parts of the vehicle. Vehicles requiring complete freedom around wheel area are exempt.

☐ **South Carolina**

No requirements.

☐ **South Dakota**

No requirements.

☐ **Tennessee**

Every motor vehicle or combination of vehicles, except farm vehicles and vehicles used exclusively for hauling logs, with a carrying capacity of over 3,000 lb. and operated on any public highway or street, must be equipped with rear fenders, mudflaps or mudguards of such size as will substantially prevent the projection of rocks, dirt, water etc. to the rear.

Devices must be approved by the Commissioner of Safety—and, to meet specifications set by regulation, must be at least as wide as the tire treadprotected, have a ground clearance of no more than 1/5 of horizontal distance from axle center to flaps; if rear wheels not otherwise covered at top, flaps must extend to point at least directly above rear-most axle center; no lamps, wiring or reflectorized material attached to flaps.

☐ **Texas**

Any road tractor, truck, truck tractor, trailer or semitrailer with four or more tires on the rear axle, operated on any wet highway, must be equipped with safety guards or flaps, located and suspended behind the rear wheels to within six inches of the highway surface. Pole trailers exempt.

Continued on page 110

Edward Gutschmidt, *Fleet Superintendent*

USES CLEVITE 77, SAYS...

'We have yet to find a better bearing!'

In rugged Oregon territory, this carrier relies on Clevite 77 for road rigs and city trucks, runs main bearings 400,000 miles, rod bearings up to 225,000.

The road rigs of Bend-Portland Truck Service travel from sea level to 4000 feet, average 100,000 miles every year in temperatures ranging from 30 below to a scorching 110. Yet their fleet superintendent is able to say, "We never worry about bearings until there is some other work to do on the engine. We just don't have bearing trouble."

Cost-conscious fleet operators everywhere have learned that Clevite 77 is the finest high-duty engine bearing obtainable. Patented tri-metal construction provides greater fatigue strength, corrosion resistance and a superior running surface.

Put a stop to your bearing problems *now*. Contact your nearest N.A.P.A. jobber and standardize on Monmouth bearings.

Monmouth

ENGINE BEARINGS

CLEVITE SERVICE

Cleveland Graphite Bronze
Division of Clevite Corporation
Cleveland 3, Ohio, U.S.A.

*The words Monmouth, Clevite and Micro are registered trade marks of Clevite Corporation.

"COVER" STORY – This trio of canvas-topped trailers is from a fleet of over 600 trucking units owned by The Davidson Transfer & Storage Co. of Baltimore. Operating from 16 major terminals, Davidson trucks carry freight along the Atlantic Seaboard, and household possessions from one end of the country to the other. Extremely conscious of its responsibilities both on the road and off, the company has been awarded more than 40 citations for safety since 1950. Much the same care is exercised to protect cargo in transit. These open-topped trailers, for instance, are equipped with sturdy, protective covers made by A. L. Robertson, Inc., Baltimore, Md. from Mount Vernon No. 6 Water-Resistant Duck.

This is another example of how fabrics made by Mount Vernon Mills, Inc. and the industries they serve, are serving America. Mount Vernon engineers and its laboratory facilities are available to help you in the development of any new fabric or in the application of those already available.

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DT'S GET YOU DOWN

It's Down Time that Costs You Money!

Down time ups your maintenance costs and kills your profits when vehicles are sidelined for repairs.

Damaging dirt, grit, and gummy sludge in motor oil is a big factor in Fleet vehicle D. T.'s. WIX HEVI-DUTY Oil Filter Cartridges keep motor oil clean—keep these harmful contaminants out—keep your units on the road—LONGER! There's a WIX Cartridge expressly engineered for every filter equipped gas or Diesel engine on all trucks, buses, passenger cars and other equipment.

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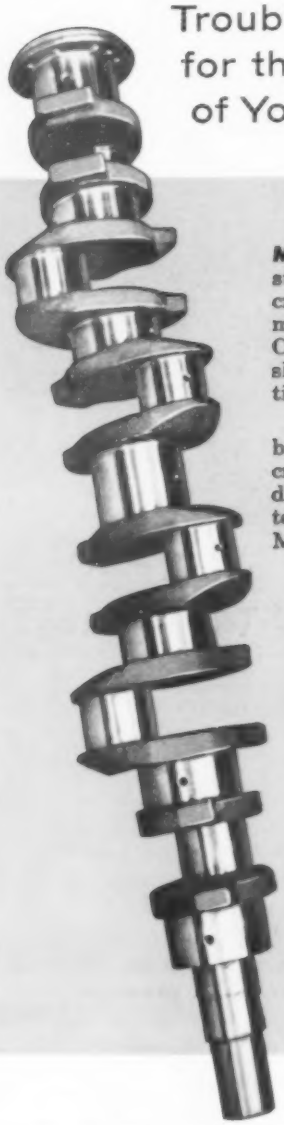
Factory-Certified Exchange Crankshafts give Trouble-Free Operation for the Full Life Cycle of Your Diesel Engine



Morco dealers — coast to coast — are stocked with reconditioned, like-new crankshafts for different diesel engine models. Users of Detroit Diesel and Cummins engines can exchange worn shafts for MORCO factory-reconditioned shafts through authorized dealers.

Why take chances? Let your dealer be your source for dependable, safe crankshaft regrinding. You get immediate service, guaranteed quality and terrific economy. Ask your dealer about MORCO today.

Look what Morco's complete reconditioning service offers you!

Magnaflux—six separate magnaflux inspections with latest equipment.

Ground on production type equipment to engine manufacturer's specifications. Original stroke retained.

TOCCO* Induction Hardened by the original equipment method when necessary.

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*TOCCO is a registered trademark of The Ohio Crankshaft Co.

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Bedford, Ohio

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Please send free copy of "The MORCO Story":

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Company_____
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Mudflap Laws . . .

Continued from page 106

☐ **Utah**

Every truck, trucktractor, trailer, or semitrailer which is the rearmost vehicle in any combination must be equipped with suitable metal protectors or substantial flexible flaps behind the rearmost wheels to prevent, as far as practicable, such wheels from throwing dirt, water or other materials on the windshields of following vehicles when operated on a public highway.

Such protectors or flaps must be at least as wide as, and in line with, tires they protect, and must have a ground clearance of not more than 50 per cent of the diameter of the rear axle wheel, or not more than 1/5 the distance from the center of the axle to the flap, under any condition of loading.

If rear wheels are not otherwise covered at the top, the protective means must extend to at least the center line of the rearmost axle. Flaps or protectors are not necessary if the requirements are accomplished by means of fenders, body construction, or other means of enclosure.

☐ **Vermont**

No requirements.

☐ **Virginia**

Any motor vehicle or combination of vehicles with carrying capacity of over 22,500 lb operated on a highway must be equipped with rear fenders, flaps or guards. Vehicles used exclusively for hauling logs exempt.

☐ **Washington**

Every vehicle must be equipped with a device adequate to effectively reduce rear wheel spray or splash of water to the rear.

☐ **West Virginia**

No requirements.

☐ **Wisconsin**

No tractor type vehicle or privately owned truck or semitrailer used in inter-city movement shall be operated unless driving wheels are protected by suitable fenders. Ground clearance must not be more than one third the horizontal distance from center of rearmost axle to the flap under any condition of loading or operation; must be at least as wide as the tire protected. Not required if vehicle design and construction accomplish these requirements.

Rear wheels not covered at top by fenders, bodies or other parts of the vehicle must be covered at the top by protective means, extending at least to center line of the rearmost axle of the vehicle.

☐ **Wyoming**

No requirements.

ENGINEER'S FIELD REPORT

PRODUCT **RPM DELO OIL**

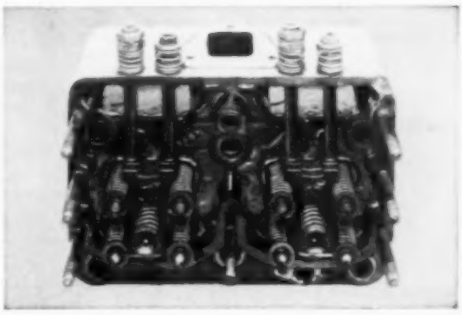
FIRM **THE HYSTER COMPANY**
Portland, Oregon

No measurable bearing wear in 200,000 miles

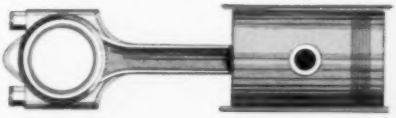
Lubricated with RPM DELO Oil exclusively, these Cummins diesel parts are in excellent condition after 200,000 miles of highway hauling. Main and rod bearings show no measurable wear. Liner wear averaged just .001" and there were no stuck rings. Original crankshaft was returned to service without regrinding after 1,000,000 miles. Engine powers White Freightliner hauling truck-and-cargo loads of 66,000 pounds for Hyster Company.

Hyster Company keeps five White Freightliner rigs, like the one above, in continuous operation. Trucks average 185,000 miles or more a year hauling machinery, parts, finished equipment. Hyster's Traffic Manager, T. H. Sheafe, reports firm has used RPM DELO Oil for four years and is well satisfied with its performance.

Cylinder head, completely clean, free of sludge and varnish, was photographed immediately after removal from Cummins diesel described above. Each truck in fleet is scheduled for overhaul after approximately 200,000 service miles.



Why RPM DELO Oils reduce wear—prolong engine life



- Oil stays on engine parts—hot or cold, running or idle
- Anti-oxidant resists lacquer formation
- Detergent keeps parts clean
- Special compounds prevent corrosion of bearings
- Inhibitor resists crankcase foaming

LUBRICATING OILS RPM DELO

For More Information about this or other petroleum products of any kind, or the name of your distributor, write or call any of the companies listed below.

TRADEMARK "RPM DELO" AND CHEVRON DESIGN REG. U.S. PAT. OFF.

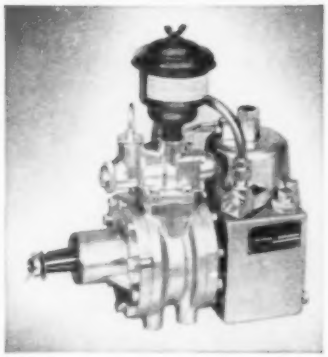
STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20
THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey

STANDARD OIL COMPANY OF TEXAS, El Paso
THE CALIFORNIA COMPANY, Denver 1, Colorado

WANT AMPLE AIR...LESS MAINTENANCE?

You'll like the performance features gained with

Wagner ROTARY AIR COMPRESSORS for Air Brake Systems



If you are interested in having ample air for safer operation of brakes . . . and lower maintenance costs . . . you'll like the following features of Wagner Rotary Air Compressors.

HIGH VOLUMETRIC EFFICIENCY Rotary compression forces all air from the compression chambers. Pressure recovery is rapid at all compressor speeds.

LOW TEMPERATURE AIR DELIVERY Oil separation and cooling before air is discharged reduces temperatures and prevents carbon formation. Fire hazard is reduced. Flexible connection may be used in discharge line.

UNIFORM TORQUE LOAD Thousands of small overlapping air compression impulses per minute maintain a more uniform load with moderated stresses and assure smooth, quiet operation with long belt life.

LOW FRICTION LOSS All rotating parts are turned by the rotor shaft, suspended on two bearing surfaces.

HIGH R.P.M. Compressor can be operated at high R.P.M. High reduction drives are unnecessary.

The Wagner Rotary Air Compressor pumps compressed air into the air reservoir, providing the pressure required for the operation of brakes and other air powered devices. The compressor runs continuously while the engine is operating. Pumping is regulated by a control valve which starts or stops air compression by "loading" or "unloading" the compressor proper. This action establishes an intermittent pumping cycle which keeps reservoir pressure within the desired range.

You have a choice. These rotary compressors are available in either 9 C.F.M. capacity, air or water-cooled, or 12 C.F.M. capacity, water-cooled, and are *standard* with every Wagner Air Brake System.

For details on these compressors, Wagner Air Brake Systems and Equipment for trucks, tractors, trailers, buses and off-the-road equipment . . . request a copy of Catalog KU201B. And remember, when ordering new equipment . . . be sure to specify Wagner Air Brakes.

Wagner Electric Corporation
6480 PLYMOUTH AVENUE, ST. LOUIS 14, MO., U.S.A.
(Branches in principal cities in U.S. and in Canada)

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WK55-2

NEW TRUCK
but not a new radio

"Our Motorola 2-way radio has outlasted several truck changes"

The rugged construction and dependable long life of Motorola 2-way radio is a fact. Truck operators know from experience that Motorola 2-way radio with its many exclusive patented features is built to keep on working for years . . . long after other types of equipment give way to the need for replacement. No wonder Motorola 2-way radio is specified by more trucking operations than all other types combined.

Here's Why Motorola is Your Best Buy

OBSOLESCENCE-FREE DESIGN—Years-ahead design protects you from costly conversion changes. For example, with today's Motorola radio you have no 6 to 12 volt changeover problems, regardless of the trucks you have now or will have in the future.

RELIABILITY—Top quality parts and workmanship give you communications you can depend on . . . always. Facts prove that Motorola delivers top performance at lowest maintenance costs year after year. It's your best long-range investment.

LONG SERVICE—While ordinary systems using fewer tubes are being overworked, Motorola design provides for a reserve gain to take the toughest jobs in stride . . . even years from now.

Here's 2-way radio you know you can depend on. Specify Motorola for complete communications service—specialized engineering, customer service, parts, installation, maintenance, finance and lease.

MOTOROLA 2-WAY TRUCK RADIO

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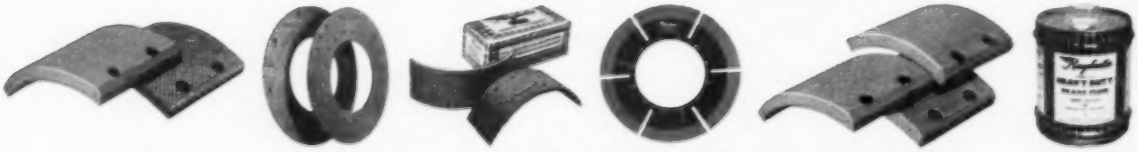
If it travels on wheels, Raybestos can help you cut the operating cost-per-mile



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FLEET OWNER

SECTION

4

Vehicle Inspections: State and City Laws

There's a trend around the country towards more and more vehicle inspections. But there's absolutely no agreement as to when such inspections are made, what gets checked, or who does the checking. But complicated or not, you still have to comply with your locality's inspection requirements.

You'll find the answers . . .

. . . to any questions that may have been bothering you concerning inspections on the following pages. Source of the information given here is the National Highway Users Conference. Fleet Owner has designed it for the fastest-possible reference, cleared up the bewildering legal language that makes such listings ordinarily rough going.

Checks are required in 17 states . . .

. . . plus the District of Columbia. There are laws calling for vehicle checks in 11 cities. While there have been no additions to last year's listings, there have been some changes you'll want to be informed about.

This section begins on next page

Here Are Vehicle Inspection Laws for All States and Communities

You'll want to know what the inspectors are looking for, who conducts the checks, where you should go, and how much you will have to pay. And you'll find all these facts in this listing from the National Highway Users Conference.

Alabama
No inspection required.

Arizona
No inspection required.

Arkansas
No inspection required.

California
No inspection required.

Colorado
Semi-annual (April-May and October-November) inspection of all registered motor vehicles, motorcycles, trailers and semitrailers at authorized service stations. All equipment is subject to inspection and a fee of not more than $1.50 is charged.

Connecticut
No inspection required.

Delaware
Annual inspection of registered motor vehicles at state-operated stations. All equipment is subject to inspection. There is no inspection fee.

District of Columbia
Annual inspection of all registered motor vehicles at district-operated stations. All equipment is subject to inspection and a $1.00 fee is charged.

Florida
No inspection required.

Georgia
No inspection required.

Idaho
No inspection required.

Illinois
Semi-annual (April and October except in Cook County, and there March-May and September-November) inspection of trucks and buses operated wholly or in part in Illinois (except vehicles subject to ICC safety requirements and buses subject to Illinois Commerce Commission safety and inspection requirements) at authorized stations. Equipment subject to inspection includes: brakes, lights, horns, reflectors, rear vision mirrors, mufflers, safety chains, frames, axles, cab, body, wheels, steering apparatus and safety devices. Fee is $1.00 or more—usually $1.00 per axle.

In addition, periodic inspection of all registered motor vehicles is required in the following cities:

Chicago—annually at city-operated stations. No fee charged.

Evanston—semi-annually at city-operated stations. No fee charged.

Springfield—semi-annually at authorized inspection stations. A fee of 50¢ is charged.

Indiana
No inspection required.

Iowa
No state inspection required. However, the city of Des Moines requires annual or semi-annual inspection of registered motor vehicles at city-operated inspection stations. A 50¢ fee is charged.

Kansas
No inspection required.

Kentucky
No inspection required.

Louisiana
No inspection required.

Maine
Semi-annual (April and October) inspection of registered motor vehicles at authorized service stations. All equipment is subject to inspection and a 50¢ fee is charged.

Maryland
No inspection required.

Massachusetts
Semi-annual (April and October) inspection of registered motor vehicles and trailers at authorized inspection stations. Equipment subject to inspection includes: brakes, lights, horn, muffler, steering gear, windshield, windshield cleaner, number plates and rear window. A 50¢ fee is charged.

Michigan
No inspection required.

Minnesota
No inspection required.

Mississippi
Annual or semi-annual inspection of registered motor vehicles, trailers and semi-trailers at authorized inspection stations. Equipment subject to inspection includes: brakes, lighting equipment, steering mechanism, horns, mirrors, windshield wipers, etc. A 50¢ fee is charged.

Missouri
No inspection required.

Montana
No inspection required.

Nebraska
No state inspection required but the city of Omaha requires periodic inspections of registered vehicles at city inspection stations.

Nevada
No inspection required.

New Hampshire
Semi-annual (May and October) inspection of registered motor vehicles, trailers and semitrailers at authorized service stations. All equipment is subject to inspection and a $1.00 fee is charged.

New Jersey
Annual inspection of registered motor vehicles at state-operated stations. Mechanism, brakes and equipment are subject to inspection. A $1.00 fee is charged.

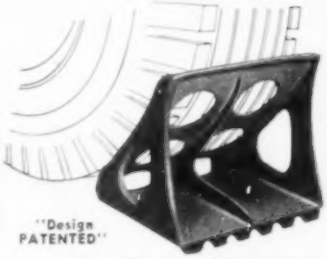
Exempt from these requirements are motorcycles, bicycles with motors attached, and buses subject to PUC regulation. Number of inspections per year temporarily reduced to one, until more facilities are available.

New Mexico
Two or three inspections per year of registered motor vehicles, trailers, semi-trailers and pole trailers at authorized inspection stations. Mechanism, brakes and equipment are subject to inspection and a $1.00 fee is charged.

New York
Annual inspection of registered motor vehicles and trailers more than four years old (and all used vehicles when transferred) at authorized inspection stations. Equipment subject to inspection includes: brakes, lights, steering mechanism, wheel alignment and other equipment. Fees charged are not set by law but are subject to approval by Commissioner.

Continued on page 118

Beware of Run-aways!



IF YOUR PARKING BRAKES FAIL

on a tricky grade or at a loading platform, you will wish you had been using a set of Standard

Wheel Blocks WB2H

These Casteel ***Safety*** Wheel Blocks meet all chocking requirements for guarding against slips and hazards in parking, loading, towing and emergency stops on steep grades.

They are standard equipment used by many transportation companies and fleet owners of trucks and trailers.

Made of high-strength Casteel with ribbed supports and rounded corners. Cast in one-piece and provided with deep gripper teeth to hold securely on any surface . . . ice, snow or concrete.

Write for Bulletin No. F-58

CALUMET STEEL CASTINGS CORP.

1636 SUMMER STREET HAMMOND, INDIANA

The finest most complete automotive equipment service in the nation

PSC

AUTOMOTIVE MAINTENANCE CO.

3859 PARK AVE. (PRospect 1-1414)
ST. LOUIS, MISSOURI

For all overhaul, repair, reconditioning . . . including TRANS-MAIN service on Spicer transmissions

Write For Catalog

For **THE STOP** that **COUNTS!**

For over 50 years SCANDINAVIA has been identified with quality products basically designed to provide top performance! SCANDINAVIA ZT-MOLDED COMBINATION BRAKE BLOCKS, for example, are indicative of heavy duty performance especially recommended where service is abnormally severe. If you are a discriminating fleet operator looking for top performance at lowest possible cost per mile, test-install

SCANDINAVIA

BRAKE BLOCKS • **SCANDINAVIA** • BRAKE LININGS

DIVISION OF SCANDINAVIA BELTING COMPANY, 744 BROAD ST. (P.O. BOX 464) NEWARK 1, N. J.
WAREHOUSE: 250 CENTRAL AVE., NEWARK 1, N. J. • PLANT: CHARLOTTE 1, N. C.
BRANCHES IN CAMBRIDGE, MASS. AND CLEVELAND, OHIO

Inspection Laws . . .

Continued from page 116

North Carolina

No inspection required.

North Dakota

No inspection required.

Ohio

No state inspection, but Cincinnati requires periodic inspection of registered vehicles at city testing stations.

Oklahoma

No inspection required.

Oregon

No inspection required.

Pennsylvania

Semi-annual inspection at authorized service stations of motor vehicles, trailers and semitrailers operated in Pennsylvania. Equipment subject to inspection includes: steering mechanism, brakes, lights, horns, warning devices, mirrors and windshield wipers. Fees are not set by law, but usually range between $1.00 and $1.50.

Exempt from this provision are trailers and semitrailers of less than 1000-lb chassis weight, motorcycles, farm vehicles, bicycles with motors attached, and antique vehicles that are operated during the daylight hours.

Rhode Island

Inspection of all for-hire taxicabs, buses and jitneys before registration and from time to time thereafter. A $2.00 fee is charged.

South Carolina

No inspection required.

South Dakota

No inspection required.

Tennessee

No state inspection. Memphis requires inspection of registered vehicles three times per year at city-operated testing stations.

Texas

Annual inspection of registered motor vehicles, trailers, semitrailers, pole trailers and mobile homes at authorized inspection stations. Equipment subject to inspection is limited to: brakes, lighting equipment, horns, warning devices, mirrors and windshield wipers. A $1.00 fee is charged.

Specifically exempt from this inspection are: trailers and semitrailers of less than 4000-lb gvw, "Factory Delivery" or "In Transit" licensed vehicles, farm vehicles, and motor vehicles of 1935 model or earlier, if not driven on state or Federal highways.

Utah

Annual or semi-annual (May and October) inspection of registered motor vehicles, trailers, semitrailers and pole trailers at authorized service stations. All equipment is subject to inspection and a 50¢ fee is charged.

Vermont

Semi-annual inspection (May and October) of registered motor vehicles, trailers and semitrailers at authorized service stations. A $1.00 fee is charged.

Virginia

Semi-annual inspection of motor vehicles, trailers and semitrailers at authorized inspection stations. Mechanism and equipment is subject to inspection. A 50¢ fee is charged.

Washington

No inspection required.

West Virginia

Annual inspection of registered motor vehicles, trailers, semitrailers and pole trailers at authorized inspection stations. Mechanism, brakes and equipment are subject to inspection. A fee of $1.25 is charged.

Wisconsin

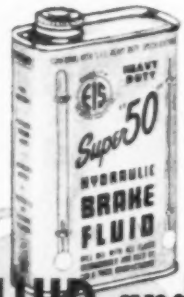
No inspection required.

Wyoming

No inspection required.

made for each other . .

EIS



Super "50" BRAKE FLUID and Super-Quality BRAKE PARTS!

There's no room for penny-pinching when it comes to brake work! You can ruin the job and lose a customer forever by combining quality brake parts with an unknown, off-brand, sub-standard brake fluid!

EIS Super "50" Heavy-Duty Brake Fluid costs a few pennies more, but, it's well worth it! Use EIS Brake Fluid with EIS Brake Parts to insure a lasting job and a satisfied customer. Don't use a brake fluid that just barely covers the requirements in States that have brake fluid laws! EIS Super "50" *EXCEEDS* SAE Heavy-Duty Specification 70R1!

Yes — it's a perfect "marriage" when you combine EIS Brake Parts with EIS Brake Fluid; THEY'RE MADE FOR EACH OTHER!

CAR MANUFACTURERS USE SAE HEAVY-DUTY BRAKE FLUID BECAUSE NOTHING ELSE WILL DO! DON'T TAKE A CHANCE!

Write for Catalog THE *Comprehensive* BRAKE PARTS LINE

EIS AUTOMOTIVE CORP., MIDDLETOWN, CONN.

90,000-LB. GIRDER ALL IN A DAY'S WORK FOR FIRESTONES AT HESS CARTAGE CO.

"Big hauls are our business," says Carl T. Hess, President, Hess Cartage Co., Melvindale, Michigan. Here Hess proves it with one of the biggest loads on record—90,000 lbs. and 156 ft. of steel girder for Detroit's expressway system. Every day the Hess fleet puts more than 5,000 Firestone tires on the road! According to Vice President Edward H. Hess, —"Firestones take more miles, more punishment, more recaps. Our tire records prove it!"

Firestones stand up and wear better, because Firestones are built better. Take Firestone S F (Safety-Fortified) nylon. Firestone treats nylon for stamina like nobody else. Firestone tempers nylon, but doesn't stop there. Firestone gum-fortifies every fiber for a permanent lock between rubber and cord, measures each ply with electronic precision.

The result is nylon cord so rugged, resilient and resistant to abuse that it stands up under the heaviest weights and the longest pulls. Firestones with S F nylon cord are the pride of the fleets!

YOU CAN'T BUY A TIRE THAT COSTS LESS PER MILE THAN FIRESTONE

Firestone

BETTER RUBBER FROM START TO FINISH

Enjoy the Voice of Firestone every Monday evening on ABC television

Copyright 1958, The Firestone Tire & Rubber Company

These new Chevrolet heavyweights are true big-tonnage units . . . trucks built from stem to stern to save you time and money on *big* jobs. Here's all the proof you need!

Chevrolet heavy-duty models for '58 are "big truck" all the way—big-muscled and tough as they come with the industry's best known big-truck components. They're ready to move mountainous payloads with G.V.W.'s that go all the way up to 36,000 lbs. They're ready to keep you going and saving with powerful, high-torque V8's . . . durable Eaton and Timken axles . . . rugged New Process, Spicer and Powermatic transmissions . . . big, safe Hydrovac, Air-Hydraulic or Full-Air brakes . . . sturdy cast spoke or disc wheels . . . mighty Triple-Torque tandems . . . all available either as standard equipment or as extra-cost options.

Famous work-proved big-truck components such as these (and there are *many* more) are reasons why you can count on the heavyweight Chevrolet of your choice to *stay* on your job and *save* on your job! Look 'em over at your Chevrolet dealer's. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

YOUR BEST BET'S CHEVY IF YOUR HAULING JOB IS BIG!

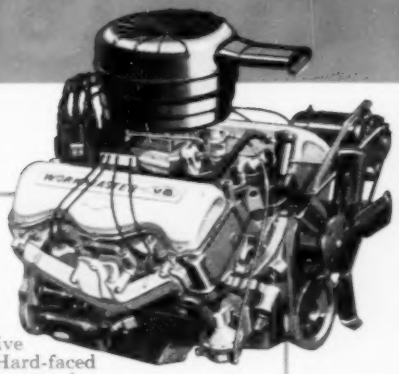
CHEVROLET

NEW CHEVROLET

SCLED

TO TAME TOUGH TASKS!

1958 Chevrolet heavyweights with G.V.W.'s up to 36,000 lbs. (G.C.W.'s up to 50,000 lbs.) and the toughest big-truck components in the business!



BIG MUSCLE (AND HUSTLE) UNDER THE HOOD!

Revolutionary Workmaster V8, standard in Series 90 and 100. This all-new engine puts out 230 h.p. to reduce running time, 335 ft.-lbs. of torque to pull you through the tough spots . . . yet it maintains a low r.p.m. level, a moderate engine speed. This low r.p.m. factor spells *economy*—lower day-to-day costs than you've ever known before in big-tonnage hauling. It's the result of Wedge-Head design, a power and economy producing type of construction no other truck engine offers. And those rugged heavy-duty features listed at the right help provide matchless big-truck performance, too!

No other truck engine at any price gives you this complete lineup of top-quality heavy-duty features:

Valve-in-head design • Hydraulic valve lifters • Sodium-cooled exhaust valves • Positive type exhaust valve rotators • Hard-faced exhaust valves • Hardened exhaust valve seats • Induction hardened crankshaft • Fully machined combustion chamber • Chrome-plated top piston ring Moraine 400 extreme-duty bearings • Full-Flow oil filter Oil bath air cleaner • Positive crank-case ventilation • Centrifugal-vacuum type governor • Heavy-duty 5-blade fan

TASK · FORCE 58 TRUCKS

THE CASE FOR POWER STEERING ON TRUCKS!

The trend to power steering on trucks is based on one very practical reason —operators of trucks equipped with power steering have invariably found that the added safety and greater operating efficiency of their vehicles have demonstrated that power steering is indeed a sound investment.

Truck drivers using power steering report less tension and fatigue in normal driving and appreciate the positive control that blocks road shock from chuck holes and prevents loss of control if the truck is forced out on a soft shoulder.

The dispatcher knows the importance of regularly maintained schedules. He is quite aware that with power steering drivers are more relaxed and are better drivers than tired drivers. Thus, power steering not only reduces the hazard of road accidents, but helps the driver to maintain established schedules through better vehicle control.

In short, power steering, by saving time and money, contributes materially to a more profitable operation.

Truck manufacturers are always eager to offer their customers features that will make truck operation safer and more profitable and, at the same time, give their dealers every selling advantage.

That's why more and more truck manufacturers are offering performance-proven Bendix* Power Steering as original factory equipment.

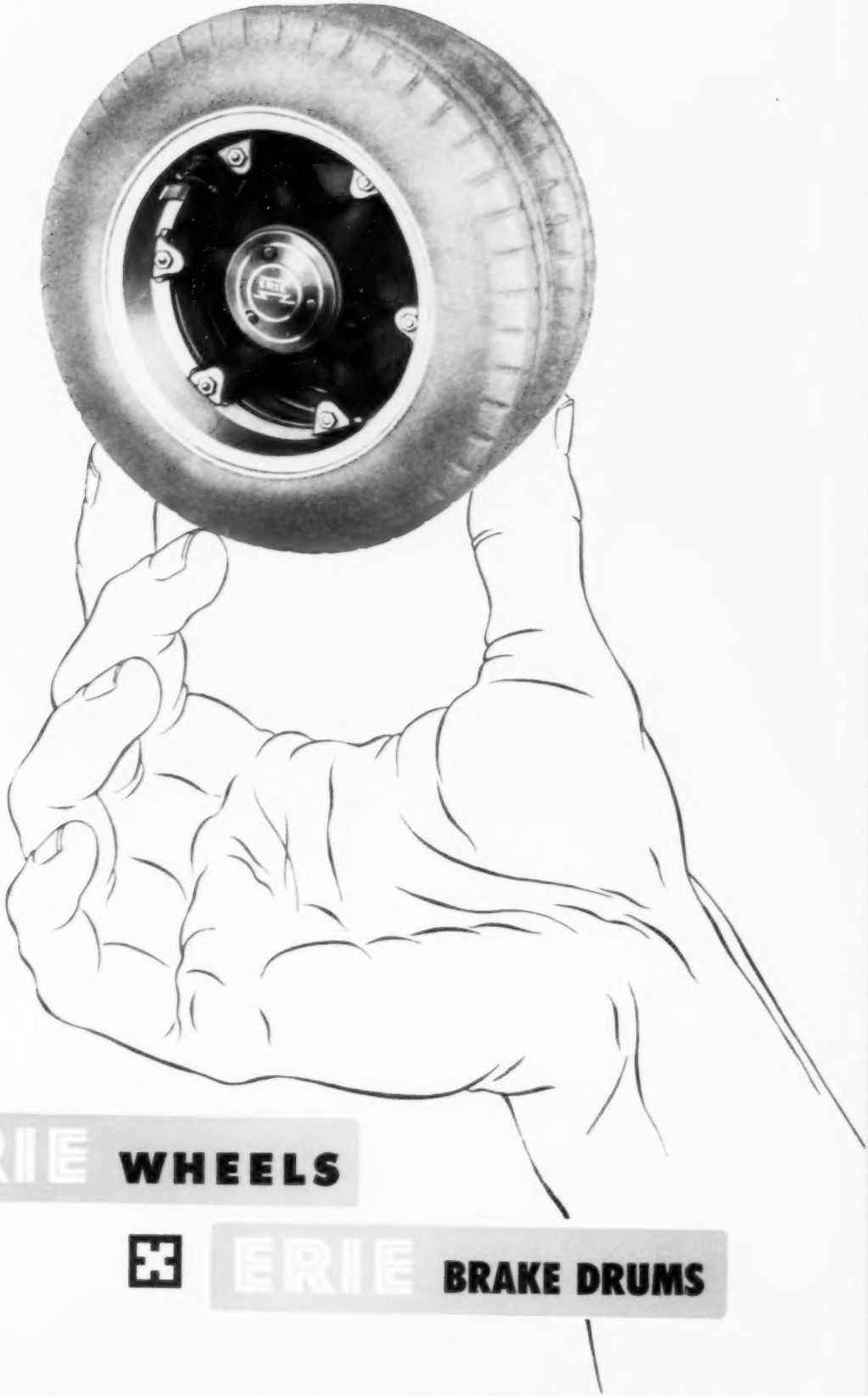
If you would like to know why power steering for trucks is perhaps even more logical than power steering for passenger cars, we have prepared an interesting folder on the subject.

Write for your copy today. We think you'll be convinced.

*REG. U.S. PAT. OFF.

Bendix PRODUCTS DIVISION South Bend IND.

Bendix AVIATION CORPORATION

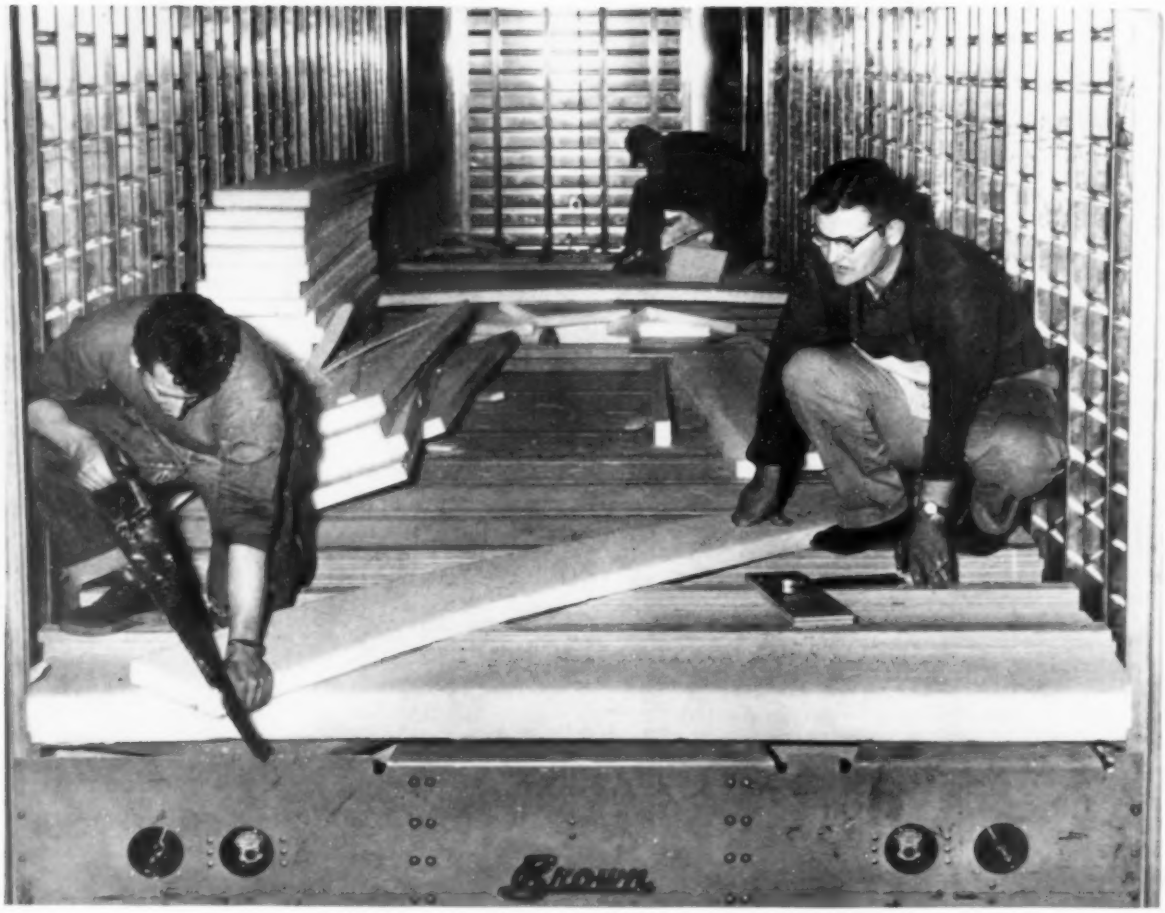


ERIE WHEELS

ERIE BRAKE DRUMS

AUTOMOTIVE • WHEEL • DIVISION

ERIE MALLEABLE IRON COMPANY • ERIE • PENNSYLVANIA



Brown Trailers' experience shows how feather-light Styrofoam® insulation ups payload capacities

Several years ago Brown Trailers, Inc. tried Styrofoam, a Dow plastic foam, for the first time. Since then, Brown has used this outstanding insulation material in side panels, roofs and floors of refrigerated trailers.

Brown was interested in Styrofoam because it's lightweight, easy to handle and install. Lightness means greater payload—savings in fuel and maintenance costs, too. Other features that attracted them were the lifetime low "K" factor of Styrofoam and its remarkable ability to resist moisture caused by melting ice, frost and washdowns. And Brown's experience convinced them that Styrofoam takes all the vibration truck service can give—and then some!

To find out what advantages Styrofoam offers for your insulation application, write to us today for detailed information. THE DOW CHEMICAL COMPANY, Midland, Michigan, Department PL1712E.

CHECK THIS EXCLUSIVE COMBINATION OF PROPERTIES

STYROFOAM*
FIRST IN PLASTIC FOAM INSULATION

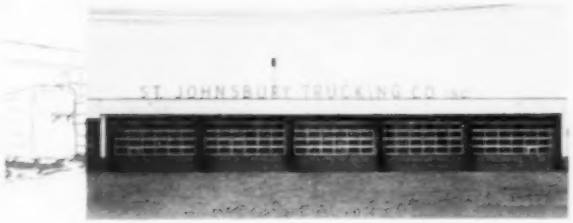
Insulations	Low "K" factor	Superior water resistance	High compressive strength	Light weight	Superior resistance to rot and vermin	Easy handling and fabrication	Low-cost installation	Lowest cost per year service
STYROFOAM	●	●	●	●	●	●	●	●
A		●	●		●			
B	●			●			●	
C	●		●					

*Styrofoam is a registered trademark of The Dow Chemical Company

YOU CAN DEPEND ON DOW

RAYNOR *Heavy Duty*

OVERHEAD DOORS for Economical, Efficient Fleet Operation



- Complete range of sizes for loading operations and maintenance shops
- Made-to-order door applications for any roof line or special conditions
- Rigid construction and special reinforcing to eliminate horizontal sag

Raynor . . . producer of large-scale commercial and industrial overhead doors . . . *specializes* in those "problem" installations that call for special applications. Low headroom (requiring less than 1 foot clearance), lift clearance (where pipes, wiring, beams are obstructions), vertical lift (ideal for fork-lift truck operations) are standard, every-day installations for Raynor overhead doors.

Raynor doors are counterbalanced with heavy-duty torsion springs for easy operation, guaranteed for one year against defective material or workmanship.

SEE OUR CATALOG IN SWEET'S

The Mark *of Quality*

Write Today for Free

Raynor Commercial Folder

Raynor Mfg. Company
Dept. FO-358, Dixon, Illinois
Please send your new commercial door folder.
Name
Address
City State

Size-and-Weight Laws Around the Nation

Several states have raised their sights on sizes and weights during the past year. It's quite possible this could mean an increase in what you can haul, and a corresponding boost in your profits. Other states, unfortunately, have made some cuts. And if you haven't gotten the word on these, you might find yourself paying some fines.

It's no problem, however, to keep up with the present situation if you'll just check the chart on the next page. You'll want to keep this on hand for easy reference during the coming year.

You'll get a quick rundown . . .

. . . on weight-and-length regulations all over the country. Since all but seven states set a maximum width of 8 ft, only the exceptions are noted. You'll find these in the column facing the chart. This information was provided by the Truck-Trailer Manufacturers Association. The facing text contains instructions on how to use the chart.

'58 State Rulings for Truck Size and

STATE	HEIGHT	LENGTH (B)			Maximum Axle Load in Pounds	Tandem Axles 4' Apart	Maximum* Gross Weight in Pounds			FORMULAE** and TABLES[@]
		Single Unit	Tractor Semi-Trailer	Other Combinations			Tractor Semi-Trailer		Combinations	
							Single Axle	Tandem		
Alabama	12'6" A	35	50 T-5	N. P.	18,000 S	36,000	45,000	63,890	N.P.	Table
Arizona	13'6"	40	65	55	18,000	32,000	45,000	68,000***	76,800	Table
Arkansas	13'6"	35	50 T-5	50	18,000	32,000	45,000	56,000***P	56,000 P	Table
California	13'6"	35 V	60 T	60 U	18,000	32,000	45,000	68,000***	76,800	Table
Colorado	13'6" D	35 V	60 T-5	60	18,000	36,000	45,000	67,200***	75,200	800 (L + 40)
Connecticut	12'6"	45	45	N. P.	22,400	36,000	50,000	60,000	N. P.	.....
Delaware	12'6" A	35	50	60	20,000 S-1	36,000	48,000	60,000	60,000	Table
Dist. of Col.	12'6"	35	50 T-5	50	22,000	38,000	53,000	63,890	65,400	Table
Florida	12'6" A	40 V	50 T-5	50 U-1	20,000	40,000	49,000	64,650	64,650	Table
Georgia	13'6"	39.55	48	48	20,340	40,680	63,280 D	63,280 D	63,280 D	
Idaho	14'	35	60 T-5	65	18,000 S-3	32,000	45,000	68,000***	76,800	Table
Illinois	13'6"	42 T-1	50	50	18,000 S-3	32,000 AA	45,000	59,000 AA	72,000 AA	.....
Indiana	13'6"	36	50 T-5	50	18,000 S-3	32,000	45,000	72,000***	72,000	.....
Iowa	12'6" A	35 V	50 T-5	N. P.	18,000 M-3	32,000 M-3	45,000 M-3	65,478 M-5	N. P.	Table
Kansas	12'6" A	35 V	50	50	18,000	32,000	45,000	63,890***	63,890	Table
Kentucky	12'6"	35	48 T-5	N. P.	18,000 S-M-4	32,000	59,640 S-F	59,640 S-F	N. P.	.....
Louisiana	12'6" A	35 V	50 T-5	60	18,000 S-6	32,000	36,000 P	64,000*** P	68,000***E-P	.....
Maine	12'6"	50	50	50	22,000 S	32,000	50,000	60,000	60,000	Table
Maryland	12'6" A	55	55 T-5	55	22,400	40,000 I	53,800	65,000	65,000	850 (L + 40)
Massachusetts	N. R.	35	45	N. P. U-2	22,400 S-3	36,000	60,000	60,000	N. P.	1000 (L + 25)
Michigan	12'6" A	35 A-3	55	55	18,000 S-1	26,000 J	45,000	67,000***D	111,000 D	.....
Minnesota	12'6" A	40 A-3	50 T-5	50	18,000	32,000	45,000	72,500***	72,500	Table
Mississippi	12'6" A	35 V	45	45U-1	18,000 S-4	32,000 D	45,000	55,980 D	55,980 D	Table
Missouri	12'6"	35	50T-5	50	18,000 S	32,000	45,000	63,890	64,650	Table
Montana	13'6"	35	60 T-5	60	18,000	32,000	45,000	76,000***	76,000	Table
Nebraska	13'6"	35	50	50 U	18,000	32,000	45,000	64,650 ***	64,650	Table
Nevada	N. R.	N. R.	N. R.	N. R.	18,000	32,000	45,000	68,000***	76,800	Table
New Hampshire	13'6"	35	45	45	22,400	36,000	53,800	66,400	66,400	.....
New Jersey	13'6"	35	50T-2	50	22,400 S-3	32,000	53,800	60,000	60,000	.....
New Mexico	13'6"	40	65 T-5	65	21,600 S	34,320	52,200	77,640***	86,400	Table
New York	13'	35	50 T-5	50 U	22,400 S-3	36,000	53,800	65,000	65,000	34,000 ÷ (LX850)
North Carolina	12'6" A	35 V	50	50	18,000 M-2S	36,000	46,200	58,800	58,800	.....
North Dakota	13'6"	35 V	50	50	18,000 S-2	30,000	45,000	63,000	63,000	750 (L + 40)
Ohio	13'6"	35 V	50 T	60	19,000 S-5	24,000 W	47,000	72,000***W	78,000 W	38,000 ÷ (Lx800)
Oklahoma	13'6"	35	50 T-5	50	18,000 S-5	32,000	45,000	66,000***	66,000	Table
Oregon	13'6"	35	60 D	50	18,000 S-2	32,000	45,000	73,000***L	76,000	Table
Pennsylvania	12'6" A	35	50 A-2	50	22,400 S-3	36,000	50,000	60,000	62,000	.....
Rhode Island	12'6"	40	50	50	22,400	44,800	50,000	60,000 Z	88,000 E	.....
South Carolina	12'6" A	40 V	50	50	20,000 M-1	32,000 M-1	49,000 M-1	63,890 M-1	68,350 M-1	Table
South Dakota	13'	35	50 T-5	60	18,000 S	32,000	54,000	73,280***	73,280	Table
Tennessee	12'6"	35	45	45	18,000	32,000	45,000	55,980	55,980	Table
Texas	13'6"	35	50 T-5	50	18,000 S-5	32,000 R	45,000	58,420	58,420	Table
Utah	14'	45	60	60	18,000	33,000	45,000	71,400***	79,900	Table
Vermont	12'6"	50	50 T-5	50	N.S.-S.	N.S.-S.	50,000	60,000	60,000	.....
Virginia	12'6" A	35	50 T-5	50	18,000	32,000	45,000	56,800	56,800	Table
Washington	13'6"	35	60 T	60	18,000 S-6	32,000	45,000	67,500***	72,000	Table
West Virginia	12'6" A	35	50	50	18,000 M-4	32,000 M-4	45,000 M-4	63,840 M	73,280 L-1	Table
Wisconsin	12'6" A	35	50	50	19,500 S-3X	32,000 X	48,000 X	68,000***X	68,000 X	Table
Wyoming	13'6"	40	60 T-5	60	18,000	36,000	45,000	68,000***	73,950	Table

FOOTNOTES:

@—Tables may be obtained from State Motor Vehicle Administrators.
*—Maximum Practical Gross (see General Remarks).
**—Computation based on 6' overhang.
***—3 axle tractor with tandem axle semitrailer.
A—Auto transporters allowed 13½'; A-1: 13'; A-2: 37½' length allowed Auto Transporter Trailer; A-3: 40' length allowed Auto Transporter Trailer.
B—Semi-Trailer length controlled by single unit length except where footnote appears.
D—On designated highways.
E—3 axle truck with 3 axle trailer.
F—No tolerance allowed.
G—36,000 lb. if axles spaced less than 48" apart.
J—On designated highways one tandem per combination permitted 32,000 lb.
L—Permit required for gross weight over 60,000 lbs.; L-1—Permit required over 63,840 lbs.
M—Includes 5% overload tolerance.
M-1—Plus 10% tolerance.
M-2—1000 pounds tolerance on 1 axle; M-3—Plus 3% tolerance; M-4—Plus 5% tolerance; M-5—Plus 8% tolerance.
N. P.—Not Permitted.
N. R.—No Restriction.
N. S.—Not Specified.
P—Plus weight on front axle.
R—36,000 lb. if axles do not have common point of suspension.
S—Subject to 600 lb. per inch tire requirements; S-1: 700 lb.; S-2: 550 lb.; S-3: 800 lb.; S-4 on tires 9.75 and larger; S-5: 650 lb.; S-6: 450 lb.
T—Semi-Trailer limited to 40'; T-1: Semi-Trailer limited to 42'; T-2—35'; T-5 not restricted.
U—Full Trailers limited to 35'; U-1: 35' unless 3 axle, then 40'; U-2: 33'.
V—Vehicles over 35' must have 3 axles.
W—31,500 with tandem axles spaced more than 4' apart.
X—Includes 1,500 lb. tolerance single axle; tandem, 2,000 lb.
Y—With permit.
Z—Not less than 10.00 x 20 tires; not less than 25' between extreme axles.
AA—Double tandems 30,000 lbs. each; 68,000 lbs. total.

Weight Limits

THE CHART on the opposite page, prepared by the Truck-Trailer Manufacturers Association, Inc., gives you size and weight restrictions of all 48 states.

As you can see, width limitations are not shown on this chart. The reason is that, with seven exceptions, 8-ft widths are standard. The exceptions:

- Arizona and Kansas, where body width may not exceed 96 in., but 102 in. is permitted across the tires.
- California and Oregon, where 100 in. is permitted across the tires.
- Connecticut, Rhode Island and New Mexico, where 102 in. is permitted on designated highways.

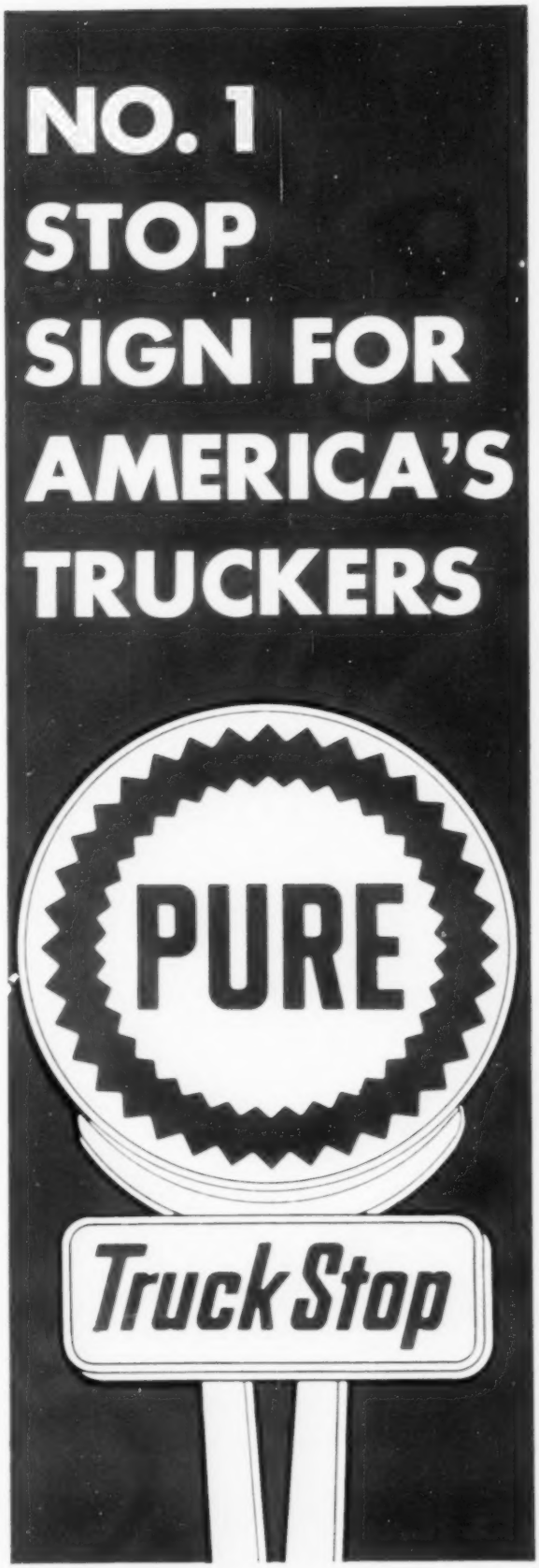
Maximum gross weight in many states, depends on a formula or table in which the controlling factor is the wheelbase—either of the individual vehicle, or of the combination's over-all length from center of first axle to center of last axle. In preparing this chart, it has been assumed that the overhang, front and rear, totals 6 ft—or approximately 3 ft from front bumper to the center line of the front axle, and 3 ft from the center of the rear axle to rear of the body or body bumper. Of course, many trucks and trailers have more overhang than this, especially in the rear. Tandem-axle trailers used with two-axle tractors have considerable overhang. Five-axle tractor-semitrailers may readily come within the 6-ft overhang allowance. Gross weights shown are the maximum values under the most favorable conditions. For vehicles of less than maximum wheelbase, it is necessary to compute gross weight by formula or read it from the table.

For limits on maximum axle loads, most states do not differentiate between front and rear axles. However, it is impractical to load the front axle beyond a certain point which, in the formula calculations for this chart, has been assumed to be 9000 lb. Example: If the law allows 18,000 lb per axle, the practical gross load on a two-axle tractor and single-axle semitrailer would be 9000 lb front, 18,000 rear tractor, 18,000 trailer axle—totaling 45,000 lb.

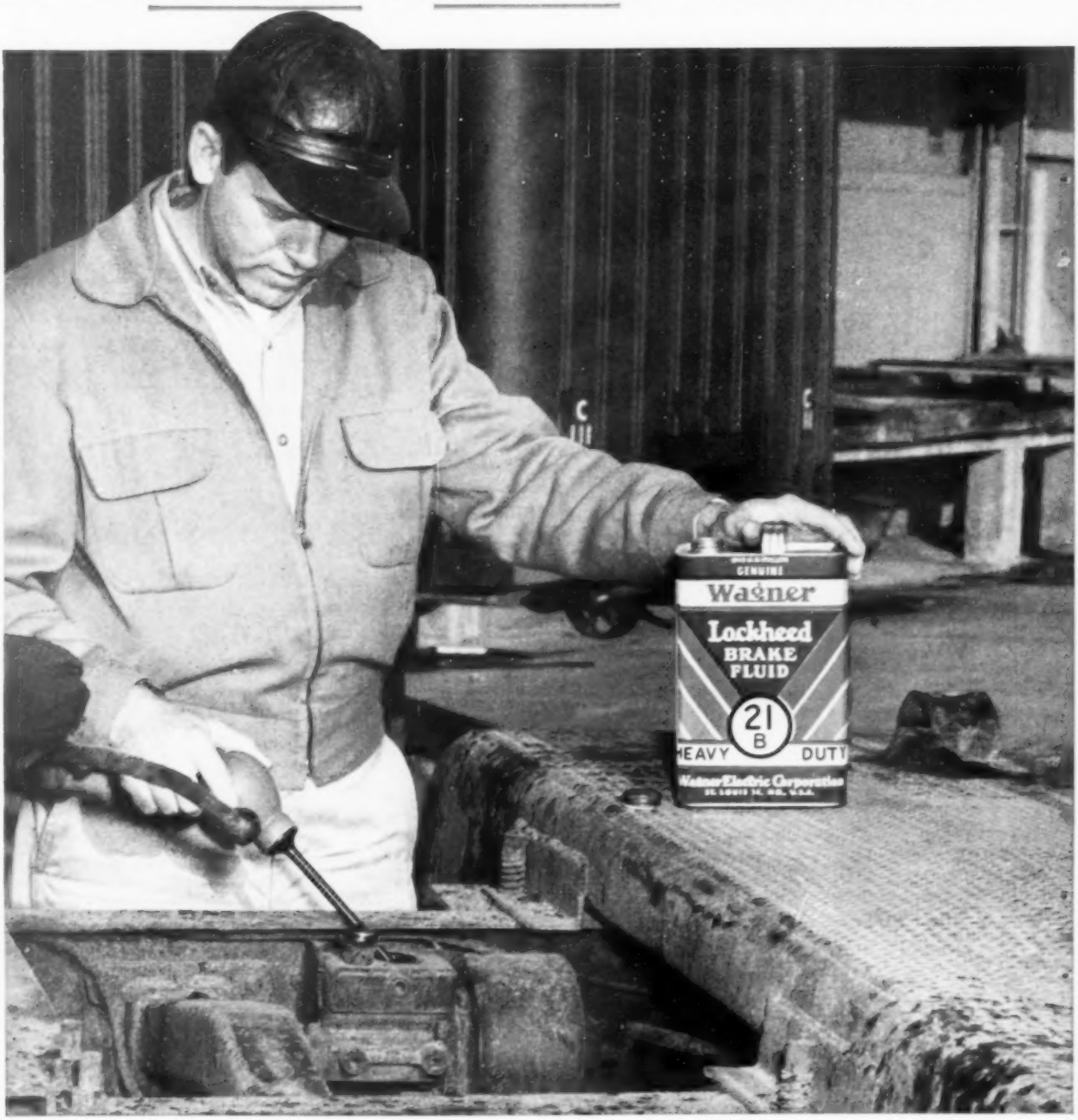
Calculations for maximum gross for tandem-axle trailers (3rd column from the right) are based on three-axle tractors and tandem-axle trailers wherever the greater total allowed by this arrangement would be within the maximum gross allowable load.

In figuring total gross for tandem-axle trailers, it's assumed that the practical maximum length of a tractor semitrailer is 50 ft. So, if the formula is $750\ (L+40)=W$, where L is the distance between first and last axle, the value of L would be 44 ft (50 ft less 6 ft overhang), and the computation would be $750\times84=63{,}000$.

The second column from the right shows maximum gross load permitted on any full legal combination.



It's better...safer...because



Wagner Lockheed

... the best known name in brake service

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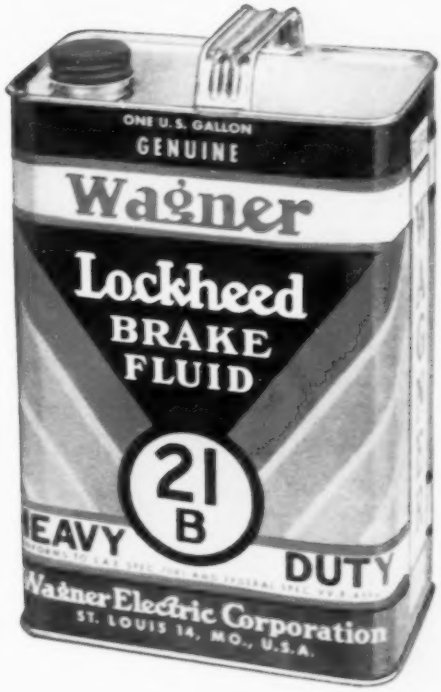
it's chemically balanced!

Wagner® Lockheed
HYDRAULIC BRAKE FLUID

has proper chemical balance to function under all operating conditions

IF YOU have vehicles equipped with hydraulic brake systems—for safety's sake standardize on Wagner Lockheed Brake Fluid. Keep the hydraulic system filled with genuine Wagner Lockheed . . . there's none better, none safer . . . surpasses S.A.E. specifications.



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- Chemically balanced—so that it maintains high operating temperature characteristics, yet functions in sub-zero temperatures . . . has extreme heat-cold range.
- Does not cause cups or hose to swell.
- Will not rust or corrode metal parts.
- Forms no gummy residue.
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- Does not evaporate rapidly.
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- *Every* batch made is chemically analyzed.
- Has enough moisture absorption so that no separation occurs.
- Used by vehicle manufacturers.
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You can get Wagner Lockheed Brake Fluid, Brake Parts, Brake Lining and Exchange Shoes from a convenient, reliable source near you. For details on complete line, ask for *free* copy of Catalog AU-500.

P.S. **When ordering air brakes, specify Wagner Air Brakes—the only system with the Rotary Air Compressor.**

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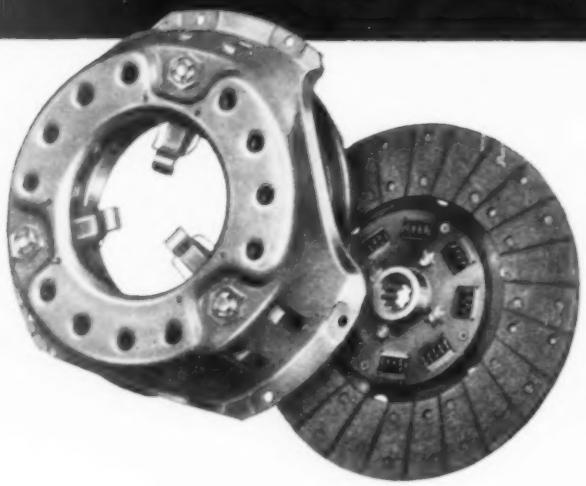
Now, a LIPE 12" heavy-duty Direct Pressure Clutch



FIRST in the entirely new Lipe DPB Line . . .

featuring:

- **Maximum mechanical efficiency!**
- **Optional needle-bearing linkage!**
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- **Fade-resisting chrome silicon springs!**
- **Spring heat-insulating washers!**
- **Lower pedal load!**
- **Competitive price!**

Here's the first in a *new* series of Lipe direct pressure clutches to supplement the already-famous DP Line! With the introduction of the new 12" DPB single and two plate, Lipe direct pressure clutches are available for all applications involving gross vehicle weights of 19,000 lbs. and up. Additional DPB models in 13" through 15" single and two plate sizes will be available soon.

The new Lipe 12" DPB clutch is interchangeable with many other models and is easily adapted to any present vehicle requirements. Improved design, a simpler, sturdier internal lever system, and Lipe's precision manufacturing and testing assure you extra clutch mileage in your vehicles. For a complete, first-hand story about the Lipe 12" DPB and the entirely new DPB Clutch line, see the authorized Lipe distributor located near you.

Lipe-ROLLWAY CORPORATION
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Special Delivery!

You may pay a little extra to get special action on delivery, but not one penny extra to get the special *performance* delivered by AC Spark Plugs!

AC *commercial* Spark Plugs are designed and produced especially for truck operation! They deliver faster starts in all weather conditions . . . greater economy for city routes and transcontinental runs. The AC "Hot Tip" heats up fast to burn away fouling carbon and oil deposits as soon as they can form . . . stays clean longer. For a full-powered fleet, install AC Spark Plugs in your trucks.

Get AC *commercial* Spark Plugs from your AC Supplier!

AC SPARK PLUG THE ELECTRONICS DIVISION OF GENERAL MOTORS

Watch Walt Disney Studios' ZORRO every week on ABC-TV

ACTION **starts with**

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HOT TIP SPARK PLUGS

The Equipment Superintendent of the Ohio Turnpike shows how easily the test is made.

A toll gate on Ohio Turnpike . . . one of America's newest highways.

The simple test reveals many things about a vehicle's engine, and individual cards give a permanent record. The Indicator Fluid is covered by Patent No. 2,770,530.

OHIO TURNPIKE REPORTS:

"Greater oil economy . . . reduced maintenance costs . . . thanks to the SHELL ADC Oilprint Analysis."

THE OHIO TURNPIKE operates 225 maintenance and patrol vehicles over its new highway to assure *maximum road safety*. The Shell ADC* Oilprint Analysis was recently adopted so that the oil in every vehicle in the fleet can be constantly checked.

With just two drops of oil, the ADC Oilprint Analysis gives a fast, periodic, on-the-spot check of existing oil conditions. Unnecessary oil changes are eliminated, and in addition, costly engine repairs can be avoided when potential engine trouble is revealed. All this is accomplished *in just a few minutes.*

Let a Shell Representative demonstrate the simple application of this program. You'll see for yourself why cost-conscious fleet operators are proving the Shell ADC Oilprint Analysis a valuable preventive maintenance tool. *Trademark

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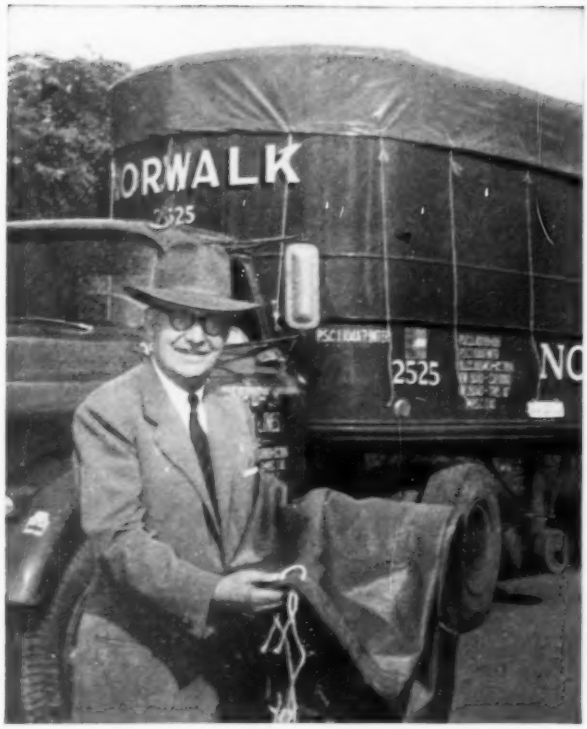

"Translucent vinyl-coated nylon tarps handle easier, need little maintenance"

—says Mr. John F. Ernsthausen, President, Norwalk Truck Lines

"We selected vinyl-coated nylon tarps for their lightweight handling ease on about 400 of our trailers. Just one man can cover a truck. And freight handlers find loading operations improved, because these tarps let light through for increased visibility inside the truck.

"Coated nylon tarps are waterproof . . . rain and dew dry off quickly. They're dirt-resistant, too. Our Maintenance Department has never had to clean them. Since our switch to coated nylon, we've been able to trim man-hours devoted to tarp handling by one-third."

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FIND OUT how coated nylon tarps can improve your fleet operations. Ask your fabricator or supplier for information, or drop a line to: E. I. du Pont de Nemours & Co. (Inc.), 5518 Nemours Building, Wilmington 98, Delaware.

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Better Things for Better Living . . . *through Chemistry*

COATED NYLON FOR TARPS—LONG WEARING...LIGHTWEIGHT ...EASY TO HANDLE...WATERPROOF...RESISTANT TO ROT AND MILDEW

Bus Industry Trends in 1957: Costs Up

That's the picture across the board, as reported by intercity, transit and school fleet operators. But there were wide variations in other departments. By checking the bus census in this section, you'll be able to put your finger on the pulse of your industry, form an estimate of what's ahead in coming years. In the past 35 years, bus men have come to recognize the value of the bus statistical section.

Here are the facts . . .

. . . on bus production, a measure of how manufacturers gaged the industry's health. And you'll see just who did the purchasing, what type fleet is in the best position at present. Most important, you'll see what the trend in buying is, what industry men look for in new vehicles.

They're your yardstick . . .

. . . to measure your own planning and efficiency. The only way you can find out how well you're doing is to get the story on how well you should be doing. Here's what you need to know.

This section begins on next page

Annual Bus Production · 1953-1957

INTERCITY TYPE					Seating	TRANSIT TYPE				
1953	1954	1955	1956	1957	Capacity	1953	1954	1955	1956	1957
...	...	4	50	...	11	11	1	...	...	...
52	61	40	50	100	12	4	.	5	...	...
...	...	70	100	131	15	...	..	...	...	...
...	...	1	...	...	17	...	..	...	...	...
...	...	...	...	1	18	...	...	...	...	...
...	...	...	1	5	21	...	...	4	3	1
1	...	...	...	...	24	...	...	...	2	4
13	3	...	3	...	25	...	...	6	11	6
...	...	...	2	...	27	24	...	2	...	1
5	...	...	1	...	28	...	...	...	...	...
68	58	33	60	19	29	2	11	...	1	...
...	...	...	...	...	30	4	...	2	1	1
...	...	...	...	...	31	92	148	122	100	191
...	...	39	10	...	32	11	3	14	...	...
19	12	14	3	12	33	1	2	1	3	...
...	...	...	...	...	34	8	...	1	...	...
...	...	...	...	...	35	89	52	3	1	...
...	...	...	...	...	36	93	11	...	7	1
39	29	133	75	28	37	135	184	117	127	10
...	...	...	...	...	38	10	2	...	...	...
...	3	...	...	...	39	7	3	...	6	...
...	...	...	10	...	40	...	10	...	...	...
711	484	278	376	1,111	41	34	32	33	41	28
...	...	...	...	...	42	2	...	...	...	...
...	...	12	...	...	44	76	15	25	...	1
6	230	502	277	1	45	696	618	696	738	570
...	...	2	...	..	47	...	...	121	...	...
...	...	...	...	...	48	133	286	83	30	28
...	...	...	...	...	49	...	...	249	16	130
...	...	...	..	...	50	63	48	1	...	218
...	...	...	...	...	51	671	759	1,069	1,885	1,059
...	...	...	...	...	52	137	324	135	28	100
...	...	...	...	...	54	...	10	...	...	...
...	...	...	...	...	55	64	...	...	...	...
...	...	...	...	...	58	165	...	...	...	...
914	860	1,128	1,018	1,408	Total	2,532	2,519	2,689	3,000	2,349

1953 Grand Total—19,540
Includes 361 Common Carrier Buses for Export and 85 Sightseers for Domestic Service. 14,388 School Buses for Domestic Service and 1,260 for Export.

1954 Grand Total—25,156
Includes 41 Sightseeing and 60 Special purpose buses and 17,802 School Buses for Domestic Service and 319 Common Carrier Buses and 3,535 School Buses for Export.

1955 Grand Total—24,591
Includes 35 Sightseeing and 19 Special purpose buses and 20,720 School Buses also 197 Common Carrier Buses for Export.

1956 Grand Total—22,275
Includes 34 Sightseeing, 55 Special purpose buses and 18,003 School Buses also 165 Common Carrier Buses for Export.

1957 Grand Total—24,986
Includes 37 Sightseeing and 43 special purpose buses and 19,077 Domestic School buses. Also 247 Common Carrier and 1825 School Buses for Export.

Nation's 1957 Bus Production

THE BUS INDUSTRY IN 1957 acquired 24,986 new buses valued at $242.5-million. Domestic common-carrier bus operations bought 3757 units, or 261 less than in 1956. School operations took 19,007 units, up 1000.

Transit operators took 2349 common-carrier vehicles, 651 less than in 1956, while intercity operators took 1408 or 390 more than in 1956. In addition, 247 common carrier buses and 1825 school buses were exported. Last year, 37 sightseeing and 43 special-purpose vehicles were produced.

The 1408 vehicles delivered to intercity operators in 1957 is the largest number of coaches bought by this group in the past five years.

The average passenger-carrying capacity of buses produced in 1957 dropped 1.1 passengers, or from 44.9 passengers in 1956 to 43.8 for the 1957 vehicles. The obvious reason for this drop in seating capacity is that common carrier operators bought 468 fewer vehicles in the 45 to 52-passenger size in 1957 than in the previous year.

Of the coaches purchased by intercity fleets in 1957, 80% were 41-passenger units. Among transit operators nearly 50% of bus purchases were for the 51-passenger unit, while 90% of 1957 transit bus production was of units from 45 to 52-passenger capacity.

The continued trend toward larger vehicles means that present-day buses now carry a seated load about 15% greater than those of five years ago, and about 30% greater than vehicles of ten years ago.

Three sizes dominate current common-carrier pro-

1957 Bus Figures Show Revenue

Bus Seating Requirements — A 27-Year Tabulation

	TRANSIT		INTERCITY		SIGHTSEEING		TOTAL ALL TYPES			SCHOOL BUSES
Year	No. Buses Built	No. Seats Required	No. Buses Built†	No. Seats Required	No. Buses Built	No. Seats Required	No. Buses Built	No. Seats Required	Avg. Seating Capacity	No. Built
1931	1,480	44,035	1,169	31,018	57	1,281	2,706	76,334	28.2	4,411
1932	716	18,913	743	19,992	34	773	1,493	39,678	26.6	2,777
1933	1,531	38,984	787	17,869	60	3,000	2,378	59,853	25.2	2,420
1934	2,423	66,525	1,463	35,472	....	....	3,886	101,997	26.2	4,582
1935	3,978	114,656	2,255	47,172	34	712	6,267	162,540	25.9	9,363
1936	5,800	167,985	2,610	64,101	90	2,718	8,500	234,804	27.6	8,913
1937	5,947	168,083	2,430	64,424	107	2,996	8,484	235,503	28.1	9,892
1938	3,606	97,143	2,167	61,174	89	1,958	5,862	160,275	27.3	11,272
1939	4,594	143,600	2,415	67,436	100	2,884	7,109	213,920	30.1	11,546
1940	4,573	146,010	2,001	61,575	67	1,538	6,641	209,123	31.5	10,566
1941	5,873	191,756	2,088	60,996	7	164	7,968	252,916	31.7	8,622
1942*	9,010	321,237	3,968	132,064	8	224	12,986	453,525	34.9	1,856
1943*	2,070	63,290	1,691	53,671	....	....	3,762	116,961	31.1	206
1944*	4,323	144,115	1,927	64,460	....	....	6,250	208,575	33.4	3,192
1945*	5,908	198,574	3,508	119,533	....	....	9,416	318,107	33.8	8,225
1946*	8,300	281,592	3,335	108,086	....	....	11,635	389,678	33.5	12,025
1947	14,726	537,658	5,338	173,757	21	769	20,085	712,184	35.5	18,619
1948	7,810	316,335	3,333	115,687	60	1,824	11,202	433,846	38.8	20,513
1949	3,776	146,962	863	29,518	25	675	4,664	177,155	37.9	14,480
1950	3,060	125,994	755	26,822	46	1,392	3,861	154,208	40.0	16,055
1951**	4,772	200,053	3,608	134,513	18	630	8,398	335,196	40.0	19,064
1952**	2,370	102,761	2,730	97,497	149	5,006	5,249	205,264	40.0	17,200
1953	2,532	116,616	914	34,576	85	3,205	3,531	154,397	43.7	14,388
1954	2,519	117,264	880	33,350	91	2,095	3,490	151,709	43.7	17,802
1955	2,689	126,618	1,128	43,977	35	1,217	3,852	171,612	44.6	20,720
1956	3,000	143,570	1,018	36,043	34	1,191	4,052	180,804	44.9	18,003
1957	2,349	111,211	1,408	50,862	37	1,295	3,794	165,867	43.8	19,077
Total	124,731	4,250,540	56,432	1,785,445	1,254	37,502	177,521	6,076,031	...	305,899

*Exclusive of vehicles Delivered to U.S. Government Agencies
**Inclusive of vehicles Delivered to U.S. Government Agencies

Valued at $242.5-Million

duction; the 41-passenger intercity with 1111 accounts for some 30% of units built in 1957. The 51-passenger transit bus is second with 1059 while the 45-passenger transit bus, with a total of 570 produced, represents 15% of the units built in 1957.

During the past five years, 18,437 common-carrier buses were built (13,089 transit and 5,348 intercity). Here's a five-year breakdown by size groups.

Passenger Capacity	Transit No. Built	%	Intercity No. Built	%
41 & over	11,417	87.2	3,990	74.5
35-40	868	6.8	317	6.0
21-34	783	6.0	390	7.3
Under 21	21	—	651	12.2
Total	**13,089**	**100.0**	**5,348**	**100.0**

Annual bus production figures for the past 27 years show that in the last ten years (1948-57) transit companies purchased 34,877 buses; and intercity companies, 16,637: a total of 51,514. According to FLEET OWNER's annual census of Common Carrier Bus Operations (p 140), the estimated total of all common-carrier buses now in service is 74,250. Of these, 51,300 are transit and 23,450 are intercity vehicles. This indicates that about 17,000 transit and 7000 intercity buses now in operation are over ten years old.

Mechanical details on powerplants and transmissions were supplied by makers of 3690 transit and intercity buses. Of these, 3285 had diesel powerplants, 276 had gasoline engines, and 159 were adapted for LP-Gas. As to transmissions, 2210 were automatic, 1480 manual.

1957 Bus Figures Show Revenue Held Steady Despite High Costs

Total passengers dropped, but intercity operations kept balance through increase in charters, parcel and express business—transit operations benefited from charters, too, as well as outside service and maintenance work. Meanwhile, railroad passenger business sank, and airlines prospered.

INTERCITY BUS OPERATIONS

	1957	1956
Operating companies	1,700	1,912
Buses owned	23,450	24,980
Miles of Highway	250,400	297,960
Operating revenue	$540,200,000	$514,500,000
Depreciation expense	$35,300,000	$35,650,000
Taxes assignable to operations	$44,150,000	$41,650,000
All other operating expenses	$424,400,000	$400,375,000
Net operating revenue	$36,350,000	$36,825,000
Revenue passengers	515,725,000	535,475,000
Total bus miles	1,222,250,000	1,225,000,000
Number of employees	52,900	53,300

TRANSIT MOTOR BUS OPERATIONS

	1957	1956
Companies	1,540	1,530
Buses owned	51,800	52,400
Miles of route	80,260	75,950
Operating revenue	$898,300,000	$915,257,000
Depreciation expenses	$70,500,000	$73,902,000
Taxes on operations	$75,800,000	$78,143,000
All other operating expenses	$721,200,000	$733,812,000
Net operating revenue	$30,800,000	$29,400,000
Revenue passengers	5,400,000,000	5,594,837,000
Total bus miles	1,650,000,000	1,727,445,000
Employees	116,750	117,000

TROLLEY BUS OPERATIONS

	1957	1956
Companies	31	33
Trolley buses owned	5,550	5,748
Miles of street	1,600	1,701
Operating revenue	$120,750,000	$129,750,000
Depreciation expense	$9,180,000	$9,981,000
Taxes on operations	$6,250,000	$6,425,000
All other operating expenses	$102,000,000	$108,000,000
Net operating revenue	$3,320,000	$5,344,000
Revenue passengers	749,000,000	814,000,000
Total bus miles	154,400,000	165,700,000
Employees	14,000	14,500

ELECTRIC RAIL OPERATIONS

	1957	1956
Companies	44	47
Cars owned	13,040	13,225
Miles of first main track	2,680	2,780
Operating revenue	$395,000,000	$408,800,000
Revenue passengers	2,280,000,000	2,374,000,000
Revenue miles operated	501,100,000	520,000,000

Electric rail data furnished by American Transit Association

RAILROADS

	1957*	1956
Passenger cars	20,000	31,100
Miles first main track	222,000	390,000
Passengers	404,000,000	430,400,000
Passenger miles	26,045,000,000	28,300,000,000
Passenger revenue	$734,600,000	$755,000,000

Class 1 railroads data furnished by Eastern Railroad Presidents' Conference

*Preliminary

DOMESTIC AIRLINES

	1957 (ESTIMATED)	1956 (ACTUAL)
Companies	32*	33*
Planes owned	1,311	1,257
Passengers carried	45,000,000	41,738,000
Revenue passenger miles	25,500,000,000	22,360,220,000
Revenue plane miles	790,000,000	687,614,000
Operating passenger revenue	$1,298,684,000	$1,142,201,000

Airlines data furnished by AVIATION WEEK MAGAZINE

*Figures include: 3 Helicopter Airlines; 4 All-Cargo Airlines; 12 Trunk Lines; 13 Local Service Airlines and two scheduled U.S. Territorial Airlines

Your Best BUS Investment

Wayne

Wayne Superamic Transit

Cost per passenger mile is surprisingly low when you invest in a Wayne Superamic Transit because of its versatility, greater capacity, exceptional durability and ease of maintenance. With the greater capacity, fewer buses and drivers are needed. Storage expenses are reduced. Easy conversion from school bus to charter bus, and vice-versa, keeps profits rolling-in all year 'round for many contract haulers. Wayne Transits are the finest type of life insurance—and economical, too. Both Forward-Engine or Rear-Engine models available in low or high headroom heights. Contact your Wayne Distributor now.

LOOK AHEAD WITH WAYNE

Enormous Superamic wrap-around windshield (larger than a double deck passenger bus windshield) provides spectacular visibility for unprecedented driving safety.

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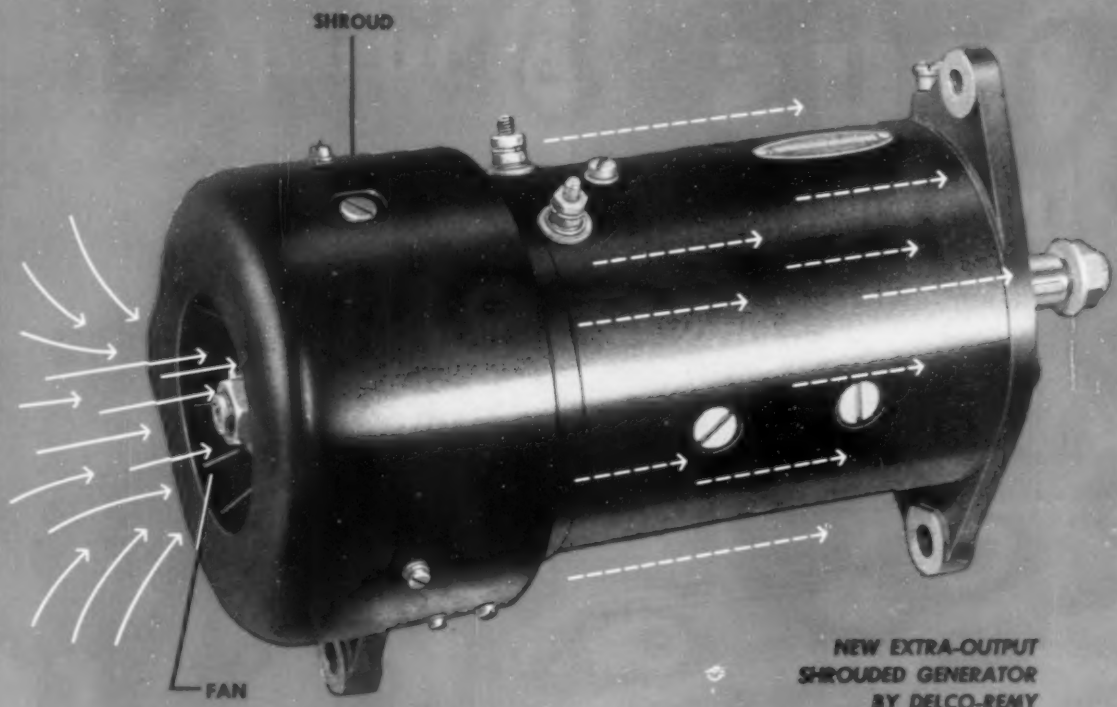
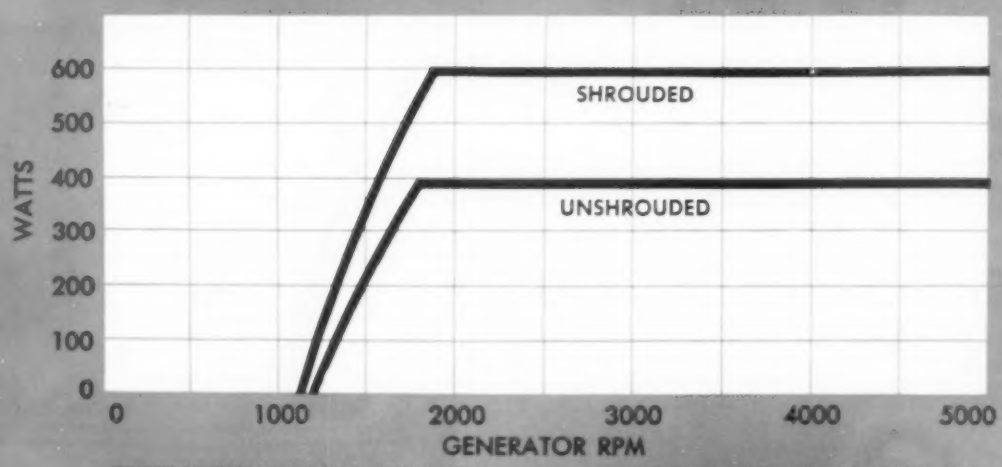
PROGRESSIVE ENGINEERING MAKES THE DIFFERENCE



NEW EXTRA-OUTPUT SHROUDED GENERATOR BY DELCO-REMY



COMPARABLE OUTPUTS OF ENCLOSED GENERATORS WITH AND WITHOUT SHROUD

NEW DELCO-REMY TOTALLY ENCLOSED GENERATORS OFFER 50% MORE OUTPUT WITHOUT INCREASE IN SIZE

Delco-Remy's new, totally enclosed shrouded generators offer up to *50% more* output than former enclosed models of this size. They are especially designed for construction vehicles and off-the-road equipment subject to extremes of dust and moisture, or corrosive materials. Because they are totally enclosed, they are *splash-proof* and *dust-proof*.

Key feature of the new units is a high-efficiency fan mounted at the commutator end in a compact, formed steel shroud. The shroud-controlled air blast travels closely along the generator frame where it produces rapid and effective cooling . . . makes possible up to *50% more output*, without the added cost of increased frame size.

For every kind of heavy-duty operation, Delco-Remy generators provide greater power and reliability with long life. Be sure to specify Delco-Remy shrouded generators—where required—for your new equipment. Readily available in 6-, 12-, and 24-volt models for replacement application on present equipment through the United Motors System.

DELCO-REMY • DIVISION OF GENERAL MOTORS • ANDERSON, INDIANA

GM GENERAL MOTORS

GENERAL MOTORS LEADS THE WAY—STARTING WITH

Delco-Remy

ELECTRICAL SYSTEMS

1958 Common Carrier Bus Census

STATE	GRAND TOTAL			TRANSIT OPERATIONS			INTERCITY OPERATIONS		
	Number of Companies	Number of Buses	Miles of Highway	Number of Companies	Number of Buses	Miles of Highway	Number of Companies	Number of Buses	Miles of Highway
F. O. Estimated Total	3,240	74,250	331,400	1,540	51,800	81,000	1,700	23,450	250,400
F. O. Census Count	2,831	73,133	290,436	1,464	51,186	80,262	1,367	21,947	210,174
Alabama	60	950	8,500	19	620	1,200	41	330	7,300
Arizona	22	235	2,250	7	170	500	15	65	1,750
Arkansas	50	450	4,200	13	300	700	37	150	3,500
California	135	5,700	12,700	60	4,000	5,200	75	1,700	7,500
Colorado	29	560	2,600	12	460	700	17	100	1,900
Connecticut	40	1,200	3,450	26	1,085	2,400	14	115	1,050
Delaware	7	150	400	3	118	270	4	32	130
District of Columbia	5	1,050	2,275	3	960	2,075	2	90	200
Florida	44	1,375	8,435	34	1,020	2,720	10	355	5,715
Georgia	65	950	5,500	30	675	1,300	35	275	4,200
Idaho	25	175	3,600	5	80	200	20	95	3,400
Illinois	85	4,425	9,100	49	3,700	3,800	36	725	5,300
Indiana	80	1,225	6,700	35	775	1,500	45	450	5,200
Iowa	32	485	3,450	17	275	650	15	210	2,800
Kansas	27	450	3,025	14	300	575	13	150	2,450
Kentucky	56	1,845	8,650	18	695	1,150	38	1,150	7,500
Louisiana	50	915	9,425	18	565	875	32	350	8,550
Maine	34	310	3,000	13	165	300	21	145	2,700
Maryland	55	1,125	3,700	15	775	950	40	350	2,750
Massachusetts	75	2,750	6,950	35	2,175	3,350	40	575	3,600
Michigan	60	3,305	10,875	30	2,525	3,675	30	780	7,200
Minnesota	45	2,200	7,750	30	1,400	1,450	15	800	6,300
Mississippi	25	260	2,500	14	190	1,800	11	70	700
Missouri	45	2,020	8,150	25	1,760	2,950	20	260	5,200
Montana	20	200	2,740	8	125	540	12	75	2,200
Nebraska	32	800	7,200	12	400	800	20	400	6,400
Nevada	10	85	2,200	3	35	100	7	50	2,100
New Hampshire	45	280	1,800	15	150	1,350	30	130	450
New Jersey	400	5,200	7,000	350	3,375	3,800	50	1,825	3,200
New Mexico	20	185	2,500	5	65	200	15	120	2,300
New York	195	8,580	12,080	85	7,425	5,830	110	1,155	6,250
North Carolina	80	1,570	9,220	38	690	1,870	42	880	7,350
North Dakota	18	103	2,525	5	58	75	13	45	2,450
Ohio	105	4,153	12,030	55	2,477	4,442	50	1,676	7,588
Oklahoma	24	650	7,600	10	330	600	14	320	7,000
Oregon	20	475	3,340	11	360	850	9	115	2,490
Pennsylvania	225	5,490	17,700	120	3,860	6,400	105	1,630	11,300
Rhode Island	13	515	1,111	6	335	373	7	180	738
South Carolina	21	390	3,550	12	251	570	9	139	2,980
South Dakota	11	118	3,213	3	52	97	8	66	3,116
Tennessee	58	956	5,400	20	622	1,536	38	334	3,864
Texas	92	3,668	22,584	50	2,232	4,071	42	1,436	18,513
Utah	13	295	1,910	4	185	310	9	110	1,600
Vermont	16	140	2,166	3	25	66	13	115	2,100
Virginia	78	1,746	6,270	35	1,339	2,074	43	407	4,196
Washington	66	1,118	7,882	28	655	1,788	38	463	6,094
West Virginia	42	1,000	4,122	18	252	661	24	748	3,461
Wisconsin	63	1,241	4,980	38	1,063	1,495	25	178	3,485
Wyoming	13	65	2,128	5	37	74	8	28	2,054

- The figures shown above give the number of companies having their operating headquarters in the states listed. All equipment of interstate companies is included in the state where such companies have their general offices.
- In New Jersey, a number of individuals operate on the same routes in a pool. The pool operation is considered as a unit for miles of highway covered. However, each operator in the pool is counted as a single company.

OUT OUR WAY **by J. R. Williams**

MORE MILES PER DOLLAR

with Lee Super DeLuxe Highway Nylons—they give you more recaps!

The Lee Super DeLuxe Highway Nylon Truck Tire *costs less per mile*. That's because its premium features result in long original mileage and greater carcass strength for multiple recaps.

The extra-strong, extra-tough nylon cord provides maximum protection against impact bruises, blowouts and moisture damage. Nylon gives you a cooler-running tire, too, because there is less bulk. All cords are treated by Lee's exclusive double-dip Flexlok process which reduces heat, resists the effects of repeated flexing, and makes cord separation from the rubber bond practically impossible.

Every component of the tread design contributes to maximum mileage, better traction and cooler running. Only the best grade of Smoked Sheet natural rubber is used. The flat contour and the deep tread put more rubber on the road to distribute the load and increase tire life. Angular center-tread grooves and the bars between the ribs help prevent little cuts from becoming big cracks.

Lee Super DeLuxe Highway Nylons—tubed or tubeless—are an outstanding tire buy! Write direct, or look for "Lee of Conshohocken" in the Yellow Pages of your Telephone Directory.

The complete Lee line, shown below, includes a tire which will lower *your* operating costs by giving longer life, more recaps. Let us prove it to you.

LEE TIRES

LEE RUBBER & TIRE CORPORATION **CONSHOHOCKEN, PA.**

GENUINE PARTS
Quality parts where you want them... when you need them! We'll do our best to keep 'em rolling, regardless of make of truck.

WHITE-APPROVED ACCESSORIES
Complete line of truck accessories proved and tested for greatest service and value. All ICC approved.

MAJOR REPLACEMENT UNITS
Keep down-time down by investigating White replacement units—engines, axles, transmissions, etc.—today's way to get lowest cost performance.

MOST MODERN REPAIR FACILITIES
Fresh-trained master mechanics have the "know-how" to provide low-cost operation of your trucks.

WHITE CONTRACT MAINTENANCE
White has always been the leader in Planned Maintenance geared to your exact operating needs to cut your costs.

WHITE MAINTENANCE MANAGEMENT
We'll help you keep abreast of changing maintenance problems. Regular classroom training in latest methods to keep costs down, provided by White's "School on Wheels".

WHITE SAFE PRACTICES PROGRAM
Another White "First" to Keep 'Em Rolling—safely! All the latest safety information for fleet supervisors, drivers, maintenance departments.

TRUCK HEADQUARTERS U. S. A.

Look for that familiar *White* sign—you can depend on it for your every service needs... to get top truck mileages at lowest cost.

Wherever your trucks operate—whatever make trucks in your fleet—get acquainted with your White Representative.

It pays off... mile after mile!

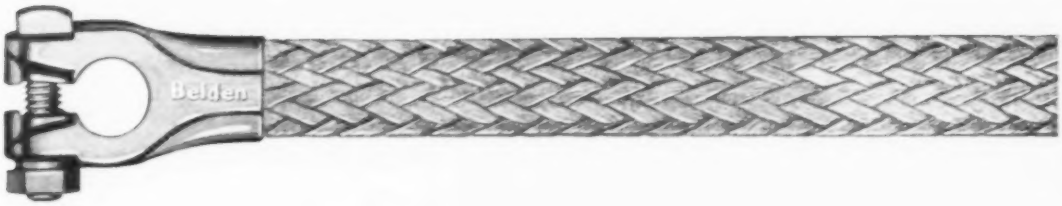
TRUCK HEADQUARTERS—U. S. A.!

THE WHITE MOTOR COMPANY
Cleveland 1, Ohio

FOR MORE THAN 55 YEARS THE GREATEST NAME IN TRUCKS

White

If it's worth a good Serviceman's time...

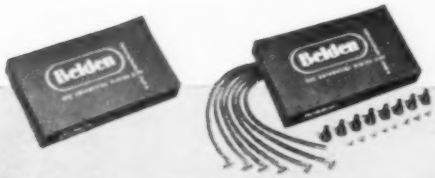


...it's worth a good Battery Cable

Exclusive

Belden Nokrode Battery Cable Terminals are die-cast over a steel frame securely anchored to the conductor.

Belden Lugs are formed over the full conductor to deliver full starting power.



Belden
WIREMAKER FOR INDUSTRY
SINCE 1902
CHICAGO

48-7

Battery Cables • Spark Plug Wires • Lighting Wires

School Bus Operations Up in '57

	Schools & Districts Using Buses	Children Carried Daily	No. of Buses	Total Bus Miles Annually	Cost of Pupil Transportation
Alabama	1,842	287,575	4,500	33,403,500	$ 7,181,753
Arizona	190	66,169	581	6,210,900	1,815,852
Arkansas	424	181,762	3,123	27,193,200	5,527,353
California	1,500	654,984	6,386	65,195,028	25,714,473
Colorado	403	69,971	1,802	13,303,629	3,119,925
Connecticut	167	120,811	1,117	10,034,011	4,756,121
Delaware	109	26,744	390	2,880,000	994,855
Dist. of Columbia	3	178	11	91,309	55,812
Florida	1,116	228,285	2,631	24,899,672	6,762,803
Georgia	159	391,555	4,674	45,000,000	11,500,000
Idaho	132	60,408	1,198	8,821,452	2,698,712
Illinois	1,425	310,000	7,200	40,000,000	17,000,000
Indiana	993	324,947	6,022	35,237,488	12,023,039
Iowa	940	165,000	4,409	37,000,000	9,540,000
Kansas	2,127	81,041	3,070	16,138,867	5,819,045
Kentucky	2,206	275,609	3,044	31,326,321	6,434,960
Louisiana	66	314,693	4,153	27,250,056	13,191,075
Maine	118	80,659	1,309	10,537,577	3,069,169
Maryland	717	184,241	1,959	13,249,300	5,906,143
Massachusetts	1,600	208,234	2,357	14,000,000	5,800,000
Michigan	802	360,060	4,451	43,281,524	12,768,050
Minnesota	4,700	212,404	4,284	41,554,058	13,965,967
Mississippi	1,750	230,173	4,722	34,000,000	5,958,747
Missouri	1,157	214,369	4,674	38,000,000	11,078,307
Montana	600	35,459	776	7,672,312	3,100,000
Nebraska	288	16,881	636	4,946,808	2,122,181
Nevada	80	9,761	203	1,521,172	556,233
New Hampshire	227	38,111	446	4,960,080	1,572,360
New Jersey	529	197,567	2,517	15,729,262	9,286,652
New Mexico	260	50,404	1,162	9,531,360	3,433,144
New York	1,650	650,000	8,500	75,000,000	20,000,000
North Carolina	1,782	487,712	7,498	49,343,907	3,242,122
North Dakota	294	23,795	510	5,000,000	1,800,900
Ohio	1,060	578,968	7,436	53,006,838	14,079,000
Oklahoma	895	126,164	3,351	26,202,446	6,235,533
Oregon	571	144,887	1,815	18,422,210	6,378,356
Pennsylvania	2,200	600,000	7,500	70,000,000	18,000,000
Rhode Island	40	23,923	348	2,856,384	779,792
South Carolina	102	254,898	4,600	30,870,000	5,211,035
South Dakota	151	12,300	404	4,589,226	895,521
Tennessee	2,435	341,235	3,781	36,300,960	7,834,449
Texas	1,675	388,161	7,794	86,141,751	14,460,000
Utah	537	56,984	573	4,073,159	1,514,280
Vermont	557	21,697	296	1,774,816	1,082,638
Virginia	1,800	376,336	4,086	35,806,531	7,318,885
Washington	455	207,667	2,592	21,760,367	8,497,415
West Virginia	3,470	218,204	1,697	15,496,129	4,858,666
Wisconsin	690	149,967	3,026	31,850,000	9,559,621
Wyoming	163	19,100	536	8,100,375	1,500,000
TOTAL	47,157	10,080,053	150,150	1,239,563,985	$346,000,944

THE ONE INDUSTRY that keeps growing bigger and bigger without any signs of slumps or levelling off is the business of carrying kids to and from school—the school bus industry.

All along the line the trend of school bus statistics is upward. Compared to the previous year, 1957 figures indicate these increases . . .

- 393,314 more children carried daily.
- 4793 more schools using buses for transportation.
- 7133 more school buses in operation throughout the country.
- 39-million more bus miles run by school buses.
- $16.9-million more spent for school transportation.

The growth that has taken place in the school bus industry has been almost fantastic. Look back only 30 years. According to statistics of the U. S. Bureau of Education, the annual cost of transporting 500,000 school children daily was $30-million, with only ten states spending more than a million dollars a year for school transportation service.

In the year just ended, the annual cost of carrying 10-million pupils daily to and from school was $346-million. This is a 2000% increase in the number of pupils being served by buses and a 1150% increase in the annual bill for school transportation. At present 30 states are spending more than $5-million annually for this purpose; none spend over $10-million and two over $2-million.

At present, one out of every four children in the country depends on bus service to get to and from school. All indications point to a continued upward trend in this ratio. With the ever-increasing school population of the United States, the only demand can be for more school buses. Good times or bad, children will still have to get to school and this means continual growth ahead.

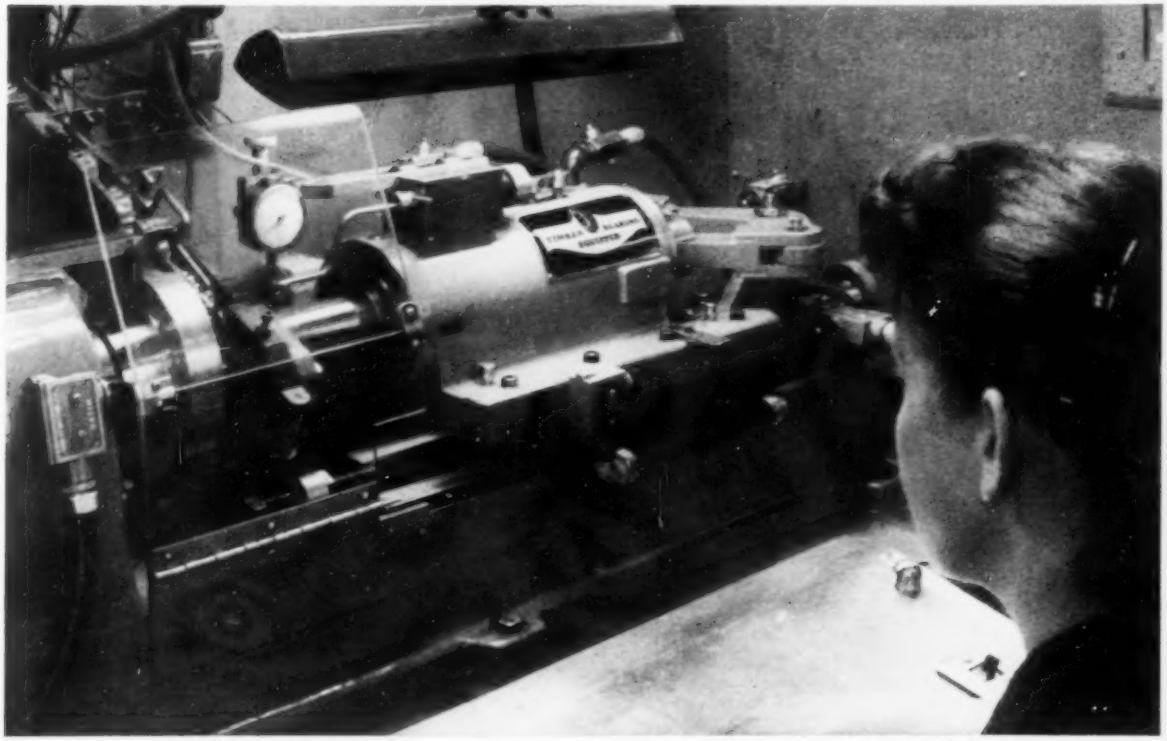
Timken® bearings have to sound good, too

(Another reason why TIMKEN® bearings are first choice with truck manufacturers)

TIMKEN® bearings are looked at and measured from every angle. But looking good isn't enough. They have to sound good, too. Experienced operators, with superacute hearing, sound-test Timken bearings for tell-tale sounds of imperfection. If a bearing "sounds off" wrong, out it goes! It's one more quality control step we take to make sure that Timken bearings run better, last longer.

Geometrically designed to roll true, Timken bearings are made to live up to their design—from the melt of steel to final product inspection. We even make our own steel, America's only bearing manufacturer that does. Small wonder Timken bearings are first choice with the men who know trucks best—the men who *make* them.

Take a cue from them. When you need replacement roller bearings, always specify TIMKEN bearings. Look for the trade-mark "TIMKEN". And for useful service information, send for free booklet, "Timken Tapered Roller Bearings—Their Care and Maintenance". Write Dept. OF-3, The Timken Roller Bearing Company, Canton 6, Ohio. Cable: "TIMROSCO".



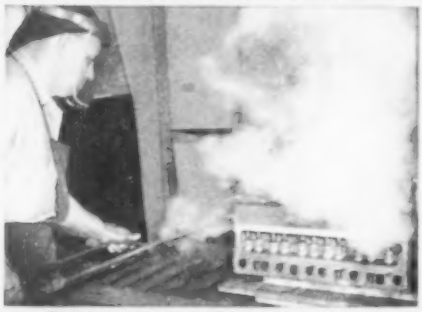
SINCE THEY'RE BEST WHEN THE TRUCK IS NEW, THEY'RE BEST FOR REPLACEMENT, TOO!

TIMKEN *TAPERED ROLLER BEARINGS ROLL THE LOAD*

TRADE-MARK REG. U. S. PAT. OFF.

1 The buyer of a Continental "S" assembly receives full benefit of the advanced practices which maintain quality in new engines. Here spectrographic analysis is used to assure uniformity of quality.

2 Here gears are checked to plus-or-minus .0003, on the involute checker, while results are recorded on a continuous chart.



3 Live steam under high pressure removes all foreign matter from inside engine block.

4 End play is checked, and all lines are oil tested, just as in new engine assembly. Then bearing caps, cylinder heads, gear covers, and filler blocks are all torqued to specifications.

CONTINENTAL

"S" Assemblies Cut Costly Down-Time

•

Every model in Continental's broad line of transportation engines is now available in "S" Assembly form—basic engine complete with cylinder-and-block assembly, oil pan, cylinder head, piston and valve assemblies, crankshaft, camshaft, gear cover, bearings and caps, crank and cam gears, and front end plate, fully assembled and torqued to specifications, ready to drop under the hood in an absolute minimum of time . . . An "S" Assembly usually costs less than the full overhaul it supplants, but the clinching point in its favor is the saving it effects in costly time out of use. Whether you operate a single unit or a fleet, it will pay you to investigate. Write for information.

•

CONTINENTAL MOTORS · AMERICA'S STANDARD · Powerful as the Nation

5 After final inspection, the "S" assembly is coated with a preservative and encased in a polyethylene bag ready for shipment.

Continental Motors Corporation

MUSKEGON • MICHIGAN

NEW FIRESTONE RIM ADDS PROFITS TO YOUR PAYLOADS!

Low-Priced, Lightweight Challenger Rim Is Stress-Tested to Cut Deadweight 8-12% Per Wheel!

Firestone's new Challenger rim lets you carry weight where it pays off. It's pounds lighter, stress-tested to heavyweight loads, and performance-proved in over-the-road hauls. It's protected by Firestone Permaplate finish that fights rust and corrosion. Two-piece rim construction gives fast mounting and demounting. Center to center spacing on duals makes possible quick vehicle interchanges. The Challenger runs true because like all other Firestone truck rims it's sized to Firestone's precision standards.

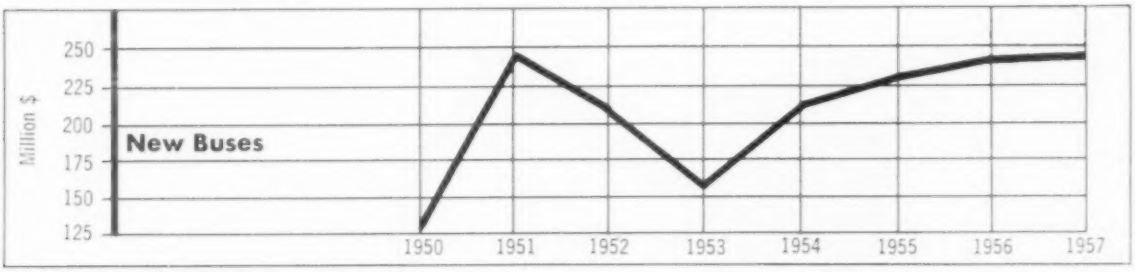
The Firestone Challenger is the lowest priced quality rim you can own. Buy it for replacements and specify it as original equipment. You'll get more payload on every run.

FIRESTONE STEEL PRODUCTS CO.
AKRON 1, OHIO

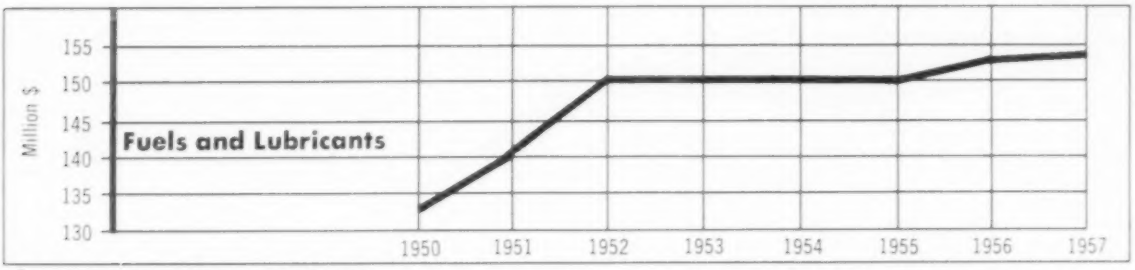
Enjoy the Voice of Firestone on ABC television every Monday evening. Copyright 1958, The Firestone Tire & Rubber Company

'57 Bus Spending—Higher Costs Bring Total Up to $579-Million

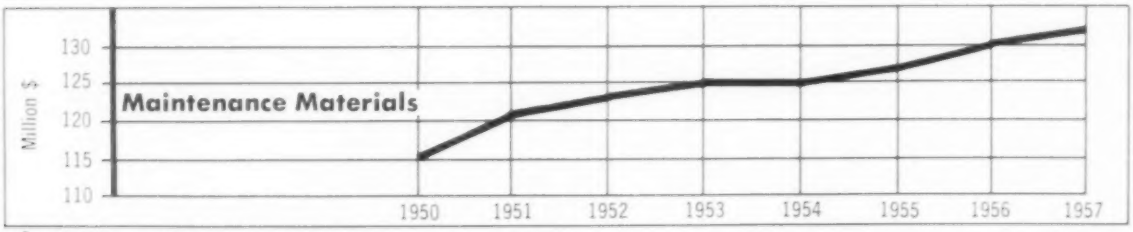
Bus outlay—excluding labor and taxes—climbed a little closer to 1947's post-war high. You'll see below how it stacked up with the earlier years of the 50's.



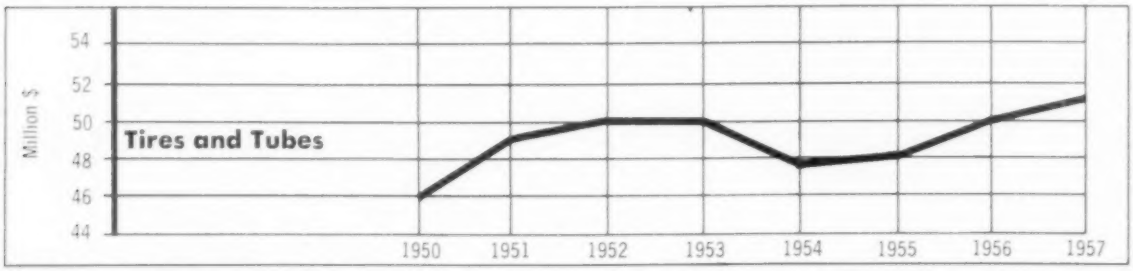
$242,500,000 was spent for new buses of all types. Though not establishing any records, this total was nevertheless some $2-million higher than in 1956.



$153,500,000 was spent during 1957 for fuels and lubricants. In this department, it was another all-time topper, half a million dollars over the previous year.



$132,500,000 was laid out for maintenance materials, replacement parts, accessories and supplies in 1957. Another symptom of rising costs, this too scored a new high.



$50,500,000 spent on tires and tubes breaks the cost barrier in this department too, topping for the first time previous high years of 1952 and 1953.

Wheeler...94-year transportation veteran...selects Fuller Transmissions

Wheeler Transportation Company, a Division of Consolidated Freightways, Inc., was established in Menasha, Wisconsin in 1863 . . . the *first* transportation company to provide shippers with regular commercial hauling in the Fox River Valley area. Today, expanded operations include overnight service between central and southern Wisconsin points, and the Twin Cities of St. Paul and Minneapolis, Minnesota.

Wheeler relies upon Fuller Transmissions to help maintain its reputation for fast, dependable delivery of all types of cargo through varying conditions of time, traffic and terrain. A new fleet addition of 30 International Tractors is equipped throughout with Fuller 8-speed semi-automatic R-46 ROADRANGER® Transmissions. Another new group of Internationals has Fuller 5-speed 5-A-430 Transmissions.

Wheeler Transportation Company sums up its choice: "We have used Fuller Transmissions for years. The efficient and economical performance obtained guided us in selecting Fuller R-46 ROADRANGER Transmissions for our newest fleet additions. The closely spaced steps between ratios let us keep our engines in the high horsepower range . . . make a difference in our running time. Driver acceptance is excellent, scheduled trip time is less, and fuel economy greater."

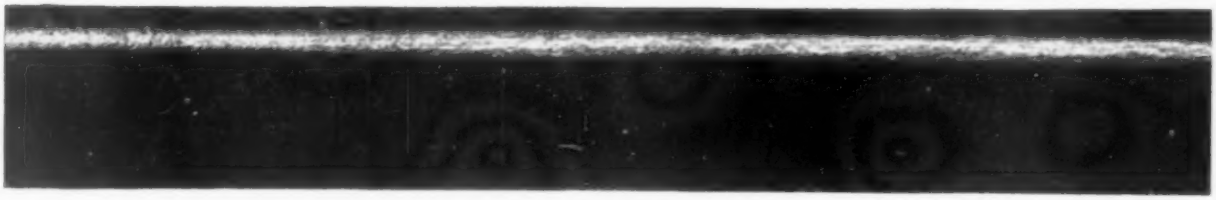
Ask your truck manufacturer or dealer now for details on the easiest shifting Fuller Transmissions available for your operation. From over 110 different models—there is a model designed with your specific job in mind.

FULLER MANUFACTURING COMPANY
TRANSMISSION DIVISION • KALAMAZOO, MICH.

Unit Drop Forge Div., Milwaukee 1, Wis. • Shuler Axle Co., Louisville, Ky. (Subsidiary) • Sales & Service, All Products, West. Dist. Branch, Oakland 6, Cal. and Southwest Dist. Office, Tulsa 3, Okla.

PACKARD ELECTRIC BATTERY CABLES

are faster and easier to use



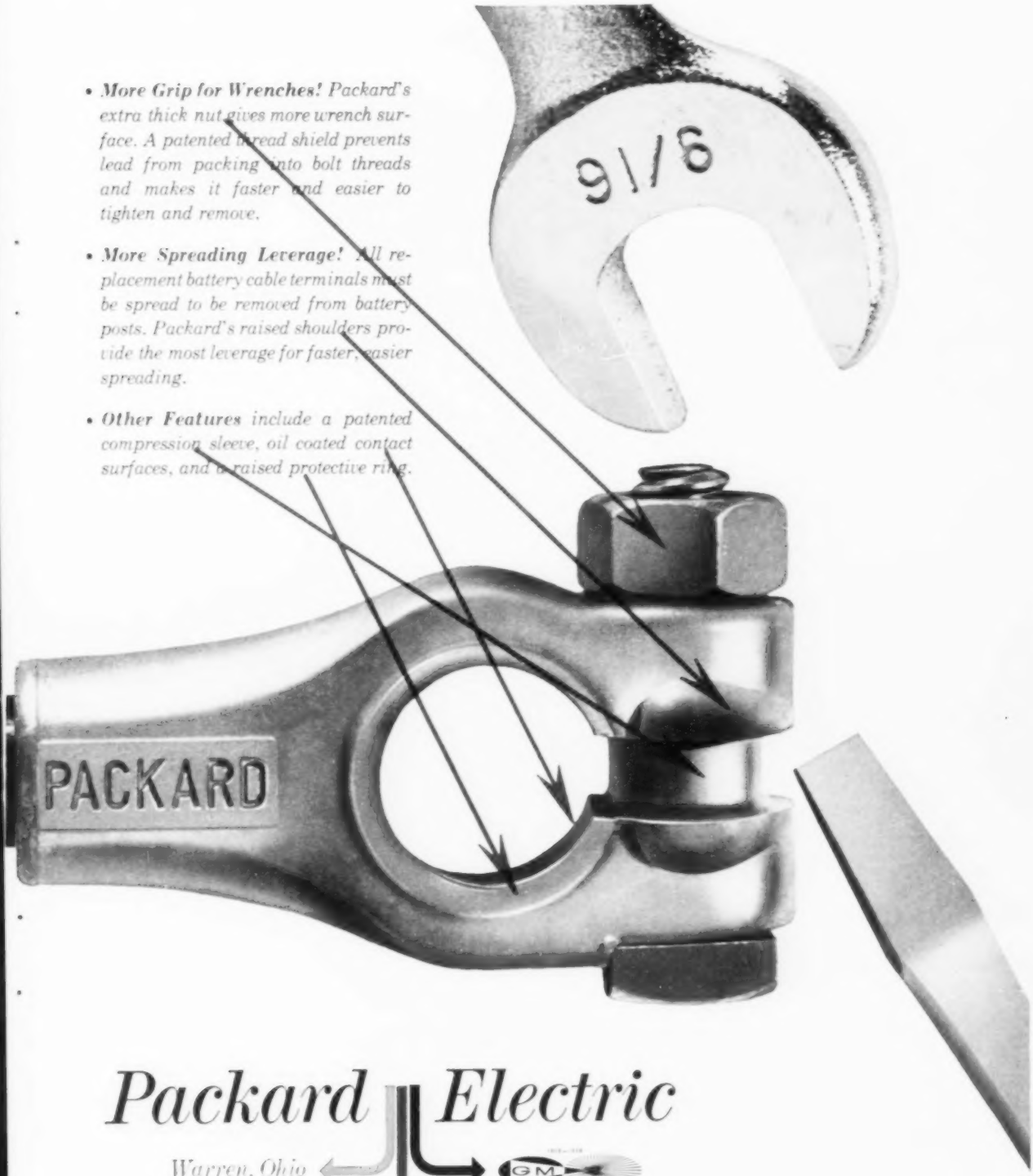
Packard Leadalloy battery cables are original equipment on more trucks, buses and cars, than all other makes combined. Use them for replacement, and you'll save time and trouble, too. Like all Packard Cable, they give you lower cost per mile of operation. Testimony of this is the fact that the majority of transportation companies that have won industry maintenance awards use Packard.

Packard Leadalloy battery cables are readily available through the United Motors System.

- ***More Grip for Wrenches!*** *Packard's extra thick nut gives more wrench surface. A patented thread shield prevents lead from packing into bolt threads and makes it faster and easier to tighten and remove.*

- ***More Spreading Leverage!*** *All replacement battery cable terminals must be spread to be removed from battery posts. Packard's raised shoulders provide the most leverage for faster, easier spreading.*

- ***Other Features*** *include a patented compression sleeve, oil coated contact surfaces, and a raised protective ring.*



Packard Electric

Warren, Ohio

"Live Wire" division of General Motors

Look for this nearby Goodyear dealer sign for better tire values—better tire care.

GOODYEAR TIRES

"We almost *triple*

Buy and Specify Tubeless or Tube-Type

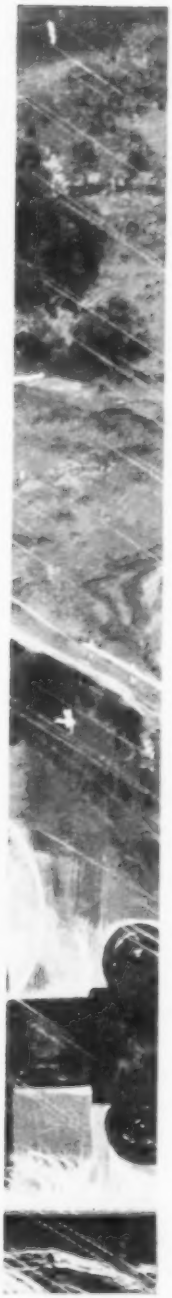
60th GOODYEAR ANNIVERSARY

GOODYEAR

MORE TONS ARE HAULED ON

original mileage of our former nylon tires–

and even high-crown roads behave for new HI-MILER CROSS-RIB!"



How Jack Cole Company of Birmingham, Ala., answers traction problems while getting longest original tread wear:

"We run general freight–a million miles a month – and because of today's short inventories the pressure is on all the way.

"Our runs are long, hot ones, too," continues V. P. Sam Cole, "and with alternating drivers on our sleepers, some of our tires never grow cold!

"And that's how you can leave your profits on the road–build up tire costs till they're out of this world.

"Our mountain runs are even worse. With winding, high-crowned roads and only 18 hours to make Chicago–or only 30 for New York–superior traction becomes a 'must' and any tire failure is extra bad news.

"Those are all reasons why Cross-Rib has been such GOOD news for us.

"Where Nylons on drive-wheels once gave us 35,000 original mileage, Cross-Rib averages 93,000–and some crowd 100,000! Yes–and then Cross-Rib takes recap after recap for 50,000 each!

"Our drivers really like 'em. Reason? NO Cross-Rib failures, NO blowouts, NO bruise-breaks and practically no punctures.

"They also report *no sideslips or jackknifing.*

"Yes–for all our tough runs–and all our tighter schedules–our tire-cost-per-mile is HALF what it used to be–and that's real music to any highway hauler's ears!"

Jack Cole Company operates 133 tractors, 300 tandem trailers and 50 smaller trucks into 27 cities in Alabama, Ohio, Indiana, Illinois, New York, Pennsylvania, Tennessee and Georgia–and interchanges for all U. S. A. For other good names gone Cross-Rib, contact your Goodyear dealer–or Goodyear, Truck Tire Dept. Akron 16, Ohio

Watch "Goodyear Theater" on TV–every other Monday, 9:30 P.M., E.S.T.

HI-MILER CROSS-RIB
EXTRA RUBBER *plus* TRIPLE-TOUGH

60% THICKER NONSKID TREAD than conventional highway truck tires.

3-T

NYLON CORD

TEMPERED LIKE STEEL! Like steel, tire cord must be tempered to be tough. Goodyear's exclusive 3-T process, involving Tension, Temperature and Time, triple-tempers cord to make it TRIPLE-TOUGH – to give you longest tire life, lowest cost-per-mile!

Hi-Miler–T. M. The Goodyear Tire & Rubber Company, Akron, Ohio

TRUCK TIRES

GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND

POWER STEERING
That Can Take It

For TRUCKS
That Can Take It

DART

EUCLID

MACK

OSHKOSH

WALTER

VICKERS HYDRAULIC POWER STEERING

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FLEET OWNER

SECTION

7

How to Contact Your Fleet Associations

Whether your problems are legislative or operational, the best way to find the answers is to get together with others in the same boat. The only problem is, which organization can do the most to help you. One way to find the solution to that one is to check the complete index on the following pages. All the associations that draw their membership from the varied transportation industry are listed in alphabetical order for your easy reference. The groups are broken down on the basis of coverage—state, national, and those serving Canadian operators.

And to make it even easier . . .

. . . to get the action you want, Fleet Owner has listed the names of the men you should contact and, where available, their telephone numbers. This directory lists over 200 different organizations you'll want to know about.

You'll want to keep this list close at hand. With the help of your associations you can get fast help, plus an increased say in Congress and your state legislature.

This section begins on next page

These Industry Associations Can

They can give you the facts you need to smooth out your operation. And when you have legislative troubles, these are the outfits to look for aid. It's easy to find the right man if you check this fast-reading directory. Here are the names and addresses of more than 200 groups you'll want to know about.

FOR FAST REFERENCE, this directory has been divided into three categories covering state groups, national organizations, and national and provincial associations in Canada. The full listing covers truck and bus organizations, highway user groups, engineering societies and a multitude of others. Within each part of the directory, you'll find the different groups listed alphabetically. This time-saving guide is a "must" for your files. You'll find it invaluable for getting quick information and assistance in your operations.

State Associations

Alabama

Alabama Trucking Association, Inc.
J. Douglas Harris, *general manager*
Bell Bldg., Montgomery
4-7311

Alabama Bus Association
Luther Vines, *secretary*
520 N. Court St., Montgomery
AM 3-5592

Alabama Highway Users Conference
Jim Britton, *secretary*

Oil Men's Association of Alabama
620 Guaranty Savings Life Bldg., Montgomery
AM 4-1431

Arizona

Arizona Motor Transport Association
Ellis Wyatt, *secretary-manager*
New First National Bank Bldg.
411 N. Central Ave., Phoenix
ALpine 3-2398

Arizona Highway Users Conference
Ellis Wyatt, *secretary*
Arizona Motor Transport Association
New First National Bank Bldg.
411 N. Central Ave., Phoenix

Arkansas

Arkansas Bus & Truck Association, Inc.
Marion G. Ward, *manager*
600 Spring St., Little Rock
FRanklin 2-6622

Arkansas Highway Users Conference
John A. Rudisill
General Life Insurance Co., 806 W. 2nd
Little Rock

Oil Dealers Association of Arkansas
615 Rector Bldg., Little Rock
FRanklin 4-2916

California

California Trucking Associations, Inc.
Wade Sherrard, *managing director*
3301 South Grand Ave., Los Angeles 7
RIchmond 7-5671

Automotive Council of Los Angeles
Box 2272, Terminal Annex, Los Angeles 54

Private Truck Owners Bureau of California
Alan Ganderson, *secretary*
1625 Russ Bldg., San Francisco 4
GArfield 1-7887

California Transit Association.
W. V. Hill, *manager*
58 Sutter St., San Francisco
EXbrook 2-6790

Motor Carriers Association
Arthur H. Samish, *secretary-manager*
400 Montgomery St., San Francisco
EXbrook 2-1390

Western Division, National Bus Traffic Association
William E. Hastings, *secretary*
371 Market St., San Francisco

California Highway Users Conference
A. G. Anderson, *Secretary*
Private Truck Owners Bureau of California
1625 Russ Bldg., San Francisco 4

Colorado

Colorado Motor Carriers' Association
Ben Bezoff, *managing director*
4060 Elati St., Denver 16
GEnesee 3-3375

Colorado Highway Users Conference
Clarence Werthan, *secretary*
Rocky Mountain Motorists, Inc.
4100 E. Arkansas, Denver

Connecticut

Motor Transport Association of Connecticut
John F. Maerz, *executive vice president*
410 Asylum St., Hartford 3
JAckson 7-9273

Connecticut Motor Stage Association, Inc.
Frank T. Healey, Jr., *secretary-treasurer*
66 Linden St., Waterbury

Connecticut Highway Users Conference
E. L. Emanuelson, *secretary*
Conn. Petroleum Industries Committee
410 Asylum St., Hartford 3.

Delaware

Delaware Motor Transport Association
Fred J. Sievers, *general manager*
Box 446, Dover
OLympia 8-1168

Association of Transit Equipment Men
Middle Atlantic States
J. S. Wanstall, *secretary-treasurer*
Delaware Coach Co., Wilmington

Delaware Highway Users Conference
Harry Cross, *secretary*
Associated Petroleum Industries
Parke Bldg., S. State St., Box 449,
Dover

District of Columbia

District of Columbia Trucking Assn., Inc.
John R. Scott, *executive secretary*
1424 Sixteenth St. N.W., Washington 6
DUpont 7-3200

National Trailways Bus System
General L. C. Jaynes, *vice president*
1012 14th St., N.W., Washington 5

Florida

Florida Trucking Association, Inc.
C. A. Gertner, *general manager*
704 Gilmore St., Jacksonville
ELgin 5-4652

Florida Bus Association
J. Kenneth Ballinger, *secretary-treasurer*
Center Bldg., Tallahassee
2-3026

Society of Fleet Supervisors
R. K. Dawson, Jr., *secretary-treasurer*
Box 267, Riverside Station, Miami 10

Florida Highway Users Conference
J. P. Gaines, *secretary*
Florida Motor Court Association
Box 705, Orlando

Georgia

Georgia Motor Trucking Association, Inc.
Sims Garrett, Jr., *executive vice president*
328 Ponce de Leon Ave. N. E., Atlanta 8
TRinity 6-4313

Southeastern Bus Traffic Association, Inc.
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81 Cain St. N. W., Atlanta

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Idaho Highway Users Conference
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Idaho State Automobile Association
414 Main St., Boise

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Illinois Motor Truck Operators Assn., Inc.
Walter E. McCarron, *executive director*
Suite 1229, 30 N. LaSalle St., Chicago 2
RAndolph 6-1628

Central Motor Freight Association
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Fisher Bldg., Suite 1111
343 S. Dearborn St., Chicago 4
WEbster 9-0630

Illinois Bus Association
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523 E. Capitol Ave., Springfield
3-5315

Illinois Highway Users Conference
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30 N. La Salle St., Chicago 2

Indiana

Indiana Bus Association, Inc.
Harry J. Harman, *secretary*
218 Bankers Trust Bldg., Indianapolis

Indiana Motor Truck Association, Inc.
James Nicholas, *executive secretary*
2905 N. Meridian St., Indianapolis 8
WAlnut 6-3371

Private Truck Owners of Indiana, Inc.
C. W. Abraham, *secretary*
1127 Central Ave., Indianapolis 2
ME 4-1924

Indiana Highway Users Conference
Leland K. Fishback, *secretary*
Indiana Petroleum Industries Committee
Circle Tower, Indianapolis 4

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Iowa Motor Truck Association, Inc.
Le Roy Crowley, *secretary-manager*
Capital City Bank Bldg., Des Moines 9
4-5193

Iowa Highway Users Conference
Cliff G. Gerstenberger, *secretary*
Iowa Retail Farm Equipment Association
207 Ninth St., Des Moines

Kansas

Kansas Motor Carriers Association
J. R. Halladay, *managing director*
2900 S. Topeka Blvd., Topeka
3-9641

Greater Kansas City Fleet Maintenance Assn.
J. B. Anderson, *secretary*
4838 Woodend, Kansas City

Kansas Highway Users Conference
Clive R. Lane, *secretary*
Automobile Club of Kansas
415-17 Topeka Blvd., Topeka

Kentucky

Kentucky Motor Transport Association
Lew Ullrich, *managing director*
601-03 Republic Bldg., Louisville 2
JUniper 4-8020

Kentucky Bus Association
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801 N. Limestone St., Lexington 15

Kentucky Highway Users Conference
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Kentucky Motor Transport Assn.
601-03 Republic Bldg., Louisville 2

Louisiana

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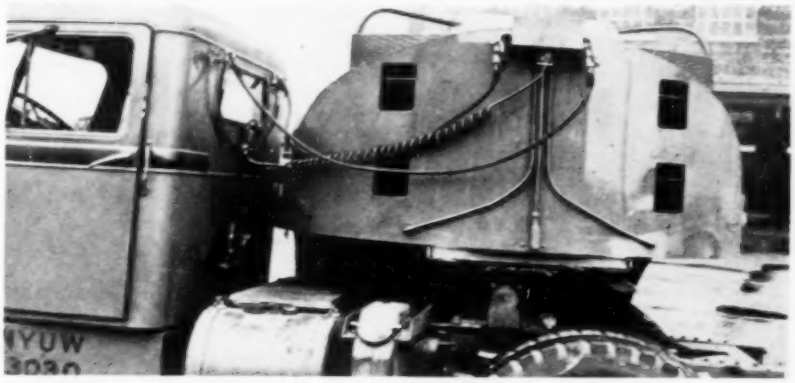
1216 Main St., Box 1326, Baton Rouge
3-4811

Louisiana Highway Users Conference
Charles Wilkins, *secretary*
Mid Continent Oil & Gas Association
American Bank Bldg., Baton Rouge

Continued on next page



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Association Index . . .

Continued from page 157

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SPruce 4-6970

Maine Highway Users Conference
Leroy T. Snowden, *secretary*
Maine Petroleum Association
283 Water St., Augusta

Maryland

Maryland Motor Truck Association
Thomas E. Widerman, *general manager*
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GIlmore 5-7305

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Howard and Lombard Sts., Baltimore

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Auto Trade Association of Maryland
1010 St. Paul St., Baltimore 2

Massachusetts

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John M. Bresnahan, *executive vice president*
262 Washington St., Boston 8
CApital 7-5242

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10 High St., Boston 10
HAncock 6-4304

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Mass. Petroleum Industries Committee
11 Beacon St., Boston 8

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Fort Shelby Hotel, Detroit 26
WOodward 1-3780

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Michigan Highway Users Conference
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Michigan Automobile Dealers Assn.
516 Olds Tower Bldg., Lansing 8

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MIdway 6-7351

Midwest Fleet Safety Supervisors Assn.
Harland Flynn, *secretary*
101 Jefferson Ave. So., Hopkins
WEst 8-3561

Minnesota Highway Users Conference
Hilding Silfverston, *secretary*
Minnesota Farm Bureau News
420 Commerce Bldg., St. Paul 1

Mississippi

Mississippi Transport Association, Inc.
C. R. Bradley, *manager*
504 Deposit Guaranty Bank Bldg.
Box 477, Jackson 14
3-2217

Mississippi Highway Users Conference
Walter D. May, *secretary*
Miss. Petroleum Association
Deposit Guaranty Bank Bldg.
Jackson 14

Missouri

Missouri Bus & Truck Association
U. G. Lewellen, *secretary*
628 Jefferson St., Jefferson City
5-4197

Missouri Highway Users Conference
Warren Fuqua, *secretary*
Missouri Farm Bureau Federation
208 E. Capitol, Jefferson City

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Leonard W. Eckel, *secretary-manager*
Box 1244, Billings
8-8474

Montana Highway Users Conference
R. E. Esten, acting secretary
Northland Greyhound Lines
P. O. Box 19, Billings

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Nebraska Motor Carriers Association, Inc.
Paul Halpine, *secretary*
Suite "A," 500 S. 13th St., Lincoln
2-8504

Nebraska Highway Users Conference
C. Russell Lockwood, *secretary*
Nebraska Petroleum Industries Committee
Box 113, State House Station, Lincoln 9

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1093 S. Virginia St.
Box 2168, Reno
3-5159

Nevada Highway Users Conference
Robert F. Guinn, *secretary*
Nevada Motor Transport Assn., Inc.
1093 S. Virginia St.
Box 2168, Reno

New Hampshire

New Hampshire Truck Owners' Assn., Inc.
A. J. Staby, *secretary-manager*
275 Hanover St., Box 665, Manchester
3-4102

New Hampshire Highway Users Conference
Gerald Connolly, *secretary*
AAA, New Hampshire Division
275 Hanover St., Manchester

New Jersey

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10 Hill St., Newark 2
MArket 2-7945

New Jersey Motor Bus Association, Inc.
Nathaniel L. Fish, *secretary*
921 Bergen Ave., Jersey City 6
SWarthmore 8-6565

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N. J. Petroleum Industries Committee
1408 Trenton Trust Bldg., Trenton

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Leslie R. Thomas, *managing director*
Box 541, Albuquerque
3-2245

New Mexico Highway Users Conference
Peter Brooks, *secretary*
New Mexico Auto Club
605 Yale Blvd., Box 4205, Albuquerque

New York

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Joseph Adelizzi, *managing director*
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ORegon 4-4141

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Mildred K. Straub, *secretary*
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Truck and Bus Maintenance Assn. of Buffalo
Martin H. Doebert, *secretary*
762 Eggert Rd., Buffalo

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19-20 Plaza, The D & H Bldg., Albany 7
4-1159

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LOngacre 4-3000

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Leon A. Penoyer, *executive secretary*
291 Washington St., Geneva
GEneva 9-6762

New York Highway Users Conference
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Inter-City Bus Association of New York State
235 Harrison St., Syracuse

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219 W. Martin St., Raleigh
TEmple 4-0387

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Greensboro

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CApital 3-2700

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Continued on page 160

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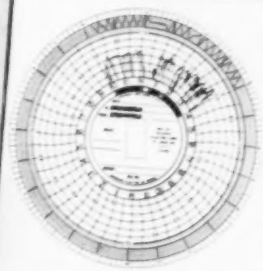

Chart Tells ALL

- When Engine Started
- How Long Engine Idled
- When Vehicle Was In Motion
- How Fast It Traveled
- When Vehicle Stopped
- Distance Traveled Between Stops

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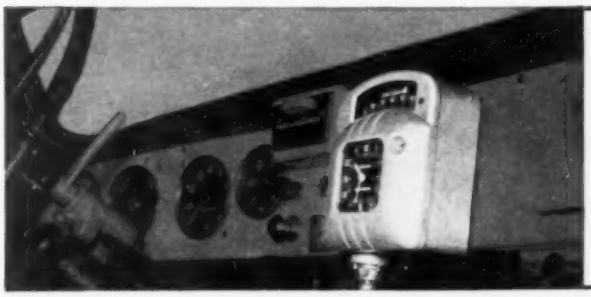

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Association Index . . .

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209 S. Third St., Columbus 15
Ohio Highway Users Conference
Fred J. Greiner, *secretary*
Ohio Dairy Products Association
5 E. Long St., Rm. 906, Columbus

Oklahoma

Oklahoma, Associated Motor Carriers of, Inc.
Fisher Muldrow, *executive vice president*
Oklahoma Biltmore, Box 983
Oklahoma City
FOrest 5-6396
Oklahoma City Fleet Supervisors Roundtable
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319 Hales Bldg., Oklahoma City
Oklahoma Highway Users Conference
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Oklahoma Cattlemen's Assn., Inc.
1207-B S. Agnew, Oklahoma City

Oregon

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1401 N. W. 19th St., Portland
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Central Bus Depot
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CA 8-5171
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Associated Forest Industries of Oregon
219 Oregon Bldg., Salem

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CEdar 8-8181
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TAylor 8-7138
Northeastern Bus Traffic Association
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Telegraph Bldg., Harrisburg
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1313 Arch St., Philadelphia 7
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Penn. Bus Association
Telegraph Bldg., Harrisburg

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GAspee 1-6666
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R. I. Petroleum Industries Committee
351 Hope St., Providence 3

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2425 Devine St., Columbia 5
ALpine 4-6028
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Motor Transport Association of S. Carolina, Inc.
2425 Devine St., Columbia 5

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E. R. Nelson, *general manager*
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4-4421
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S. D. Petroleum Industries Committee
Hengel Bldg., Pierre

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Tennessee Highway Users Conference
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Chamber of Commerce, Nashville

Texas

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GReenwood 8-2541
Private Truck Owners Assn. of Texas, Inc.
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GReenwood 2-7001
South Central Bus Traffic Association
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315 Continental Ave., Fort Worth
Texas Motor Bus Association
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GReenwood 8-8761
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L. Darrel Welling, *manager*
208 W. Eighth St S., Box 686
Salt Lake City
EMpire 4-6464
Utah Highway Users Conference
L. D. Sarvis, *secretary*
Utah State Automobile Association
379 S. Sixth East, Salt Lake City

Vermont

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Vermont Highway Users Conference
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Vermont Petroleum Association
P. O. Box 566, Montpelier

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MIlton 4-0755
Virginia Passenger Bus Association, Inc.
Harris Mitchell, *executive secretary*
Box 7236, Richmond 21
Virginia Highway Users Conference
Andrew P. Butler, *secretary*
Virginia Farm Bureau Federation
Foushee & Grace Sts., Richmond

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William E. Hicks, *managing director*
4101 Fourth Ave. South, Seattle 4
MUtual 0250
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Auto Club of Washington
1109 Pine St., Seattle 1

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Col. M. S. Aldrich, *managing director*
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Charleston
DIckens 2-2191
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1031 Quarrier St., Charleston 1

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One W. Main St., Madison
ALpine 5-6789
Wisconsin Highway Users Conference
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122 Washington, Madison 3

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2-1579
Wyoming Highway Users Conference
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526 S. Center, Casper

National Associations

Asphalt Institute
Richard C. Dresser, *director of information*
Asphalt Institute Building

Continued on page 164

Valve Seat Inserts of Solid Cast Eatonite—

Last Longer— make Valves Last Longer

For engines in heavy-duty service where high operating temperatures are experienced over extended periods of time, Eaton Valve Seat Inserts have proven their ability to materially reduce valve and insert failures, to maintain a high level of engine output—and to add extra thousands of trouble-free hours to valve life.

Eaton engineers will be glad to discuss the application of Eatonite Valve Seat Inserts with your engineering and metallurgical departments.

MAXIMUM DURABILITY

High Hot Strength

High Hot Hardness

Freedom from Corrosion, Wear, Cracking, Loosening

EATON

SAGINAW DIVISION
MANUFACTURING COMPANY
9771 FRENCH ROAD • DETROIT 13, MICHIGAN

PRODUCTS: Sodium Cooled, Poppet, and Free Valves • Tappets • Hydraulic Valve Lifters • Valve Seat Inserts • Jet Engine Parts • Rotor Pumps • Motor Truck Axles • Permanent Mold Gray Iron Castings • Heater Defroster Units • Snap Rings Springtites • Spring Washers • Cold Drawn Steel • Stampings • Leaf and Coil Springs • Dynamatic Drives, Brakes, Dynamometers

Low-cost preventive maintenance is yours with

Liberal exchange program provides you with factory reconditioned air brake equipment that's warranted same as brand-new units

When your air brake equipment reaches the replacement stage, you swap it, at nominal cost, for Factory Reconditioned Units carrying the same warranty as new units.

That, in brief, is the Bendix-Westinghouse Repair Exchange Service for keeping your air brake system at peak operating efficiency. You actually benefit *five* ways:

Bendix-Westinghouse Repair Exchange Service

1 It reduces operating costs: Replacing worn air brake equipment with Factory Reconditioned Units at a minimum flat rate lowers your per-mile operating expense.

2 It assures dependability: All Repair Exchange Units carry the same warranty as brand-new devices—and can be depended on for the same long service life.

3 It guarantees top-flight performance: All parts, worn or subject to deterioration by long service, are replaced with *brand-new parts* under the Repair Exchange Plan. All units are assembled and tested in the same manner as new units, and maximum performance is *guaranteed*.

4 It provides for modernization: *All* Bendix-Westinghouse Factory Reconditioned Units are rebuilt *to include the latest engineering improvements.*

5 It's convenient: No waiting for parts or units. Just call or see your nearest Bendix-Westinghouse distributor. He will replace your worn units with Factory Reconditioned Units *right from his stock.*

HERE'S YOUR PROOF

This is why Bendix-Westinghouse Factory Reconditioned Units can carry the same warranty as new units:

1 Old compressors, governors, valves and other units are completely disassembled and examined at the factory by experienced experts.

2 Damaged material, and all parts subject to the deterioration of time, are scrapped and replaced with brand-new parts.

3 All parts to be used again are thoroughly cleaned by Kolene, degreasing, sand and shell blasting operations.

4 Following inspection, all parts to be used again are fully reconditioned, which often means refinishing to standard .010", .020" and .030" over- and undersizes.

5 All units are assembled and tested in the same manner as new units and are *guaranteed to give the same dependable performance.*

HERE'S YOUR GUARANTEE

Look for this official Bendix-Westinghouse seal on all reconditioned air brake units. It's your guarantee that those units will perform with the same efficiency as brand-new units.

SEE YOUR BENDIX-WESTINGHOUSE AUTHORIZED DISTRIBUTOR!

Bendix-Westinghouse AIR BRAKES

AUTOMOTIVE AIR BRAKE COMPANY

General Offices and Factory: Elyria, Ohio • Branches: Berkeley, California and Oklahoma City, Oklahoma

Association Index . . .

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College Park, Md.

Automobile Association, American
Merritt L. Smith, *assistant secretary*
1712 G St. NW, Washington 6, D. C.
MEtropolitan 8-4000

Automobile Dealers Association, National
Walter B. Cooper, *secretary*
2000 K St. NW, Washington 6, D.C.

Automobile Manufacturers Association
Harry A. Williams, *managing director*
320 New Center Bldg., Detroit 2, Mich.
TRinity 2-4311

Automobile Transporters Assn., National
William A. Bresnahan, *general manager*
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Washington 6, D. C.
DIstrict 7-3654

Automotive Electric Association
J. Howard Reed, *executive secretary*
16223 Meyers, Detroit 35, Mich.
UN 2-6336

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485 Lexington Ave., New York 17
OXford 7-3340

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LOgan 3-3000

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WAbash 2-3700

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GReenwood 5-1922

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IR 8-8584

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CHerry 1-2610

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- National Tank Truck Carrier Conference
  C. Austin Sutherland, *managing director*

Continued on page 167

Middlesex and Boston Street Railway Co.
Waltham, Massachusetts

6.1 miles per gallon with Cities Service Diesel Fuel!

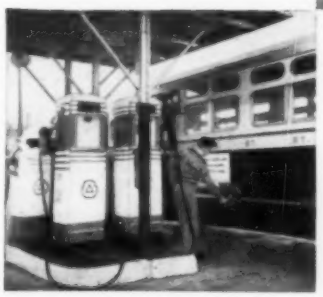
That's not the record of a single diesel. It's the average for all 20 diesels in the fleet of Middlesex and Boston Street Railway Company. Over six miles per gallon with Cities Service Diesel Fuel!

But that's just the half of it. Those same diesels have now been going for three years with no overhaul needed, none anticipated for some time to come, using Cities Service C-300 Motor Oil.

And consider Middlesex and Boston's gas mileage: 4.6 miles per gallon for 121 coaches using Cities Service Milemaster Gasolene.

There's nothing more to add to this story. The record speaks for itself. And if you're looking for similar records, now's the time to call in a Cities Service Lubrication Engineer. He has the answers you're searching for. Or write: Cities Service Oil Company, Sixty Wall Tower, New York 5, N. Y.

▲ **Cities Service C-300 Motor Oil** has helped Middlesex and Boston's diesels run for three years with no overhaul needed or anticipated for some time.



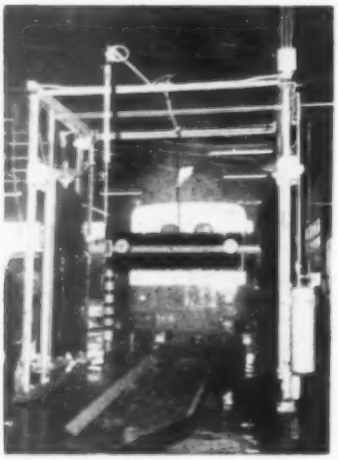
◀ **121 Gasolene Coaches** are averaging 4.6 miles per gallon with Cities Service Milemaster Gasolene. The Middlesex and Boston fleet rolls up 3½ million miles a year.

CITIES SERVICE
QUALITY PETROLEUM PRODUCTS

Master FLEET WASHER

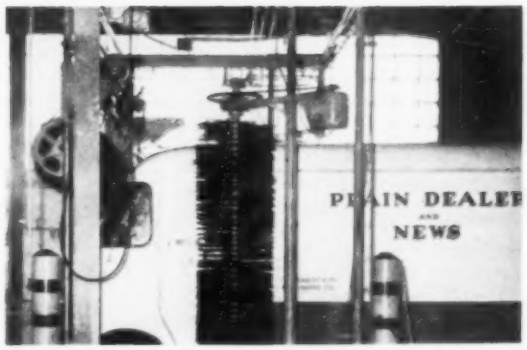
LOW COST

AUTOMATIC BUS AND TRUCK WASHER



WASH TOP AND BACK AUTOMATICALLY

NOW ONE MAN CAN WASH 80 TO 100 UNITS PER DAY



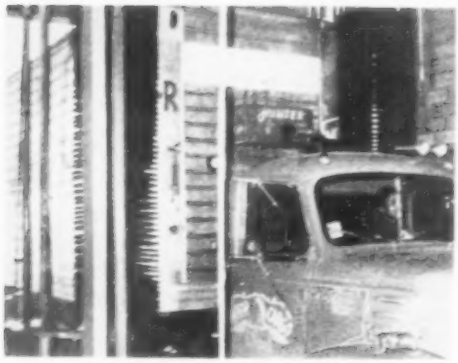
THE LOWEST PRICED FULLY AUTOMATIC TRUCK WASHERS IN THE WORLD

Prices Start

$1995.00

F.O.B. Chicago, Ill.
Subject to Change

WE BUILD AN AUTOMATIC WASHER TAILORED TO YOUR FLEET REGARDLESS OF SIZE



PANEL OR TRAILER

JUST A FEW OF MANY USERS

Gentlemen: We are interested in the following information:

- ☐ A FREE ANALYSIS OF OUR WASHING NEEDS.
- ☐ A QUOTATION.
- ☐ A FREE SURVEY OF OUR FACILITIES.
- ☐ HAVE REPRESENTATIVE CALL TO DISCUSS OUR PURCHASE OF A LOW COST MASTER FLEET WASHER.

Company Name _____

By _____ Title _____

No. and Street _____

City _____ Zone _____ State _____

ACME EQUIPMENT, INC.

505 CENTRAL TRUST BLDG.
DEPT. FO-58 ALTOONA, PA.

Association Index . . .

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- Oilfield Haulers Conference
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- Private Carrier Conference
  Vincent L. O'Donnell, *secretary-manager*
- Regular Route Common Carrier Conference
  Robert J. McBride, *executive director*

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Automotive Electric Association, Canadian
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CEntral 2-8111

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EMpire 3-4221

Motor Coach Operators, Ontario Association of
L. G. Berney, *secretary-treasurer*
1900 Yonge St., Toronto 1
EMpire 3-4221

Transit Association, Canadian
H. E. King, *general manager*
35 Yonge St., Toronto 1
LEnnox 4-9511

Trucking Association, Canadian
John Magee, *executive secretary*
270 MacLaren St., Ottawa

GM Answers Trust Suit . . .

. . . by the government, which recently charged the company with unethical practices to drive competitors from the bus field. General Motors claims it won its major share of the market simply by producing the best bus.

That share in 1954 was 85%, according to the government, which claimed that GM controlled one of its competitors, the Flexible Co., because a GM director became chairman of the board at Flexible.

But according to General Motors, its share of the market was only 20%.

Named as co-conspirators, but not defendants in the unethical practices were: Greyhound Corp. of Chicago (which recently agreed to buy from other manufacturers); National City Lines, Inc., Chicago; Public Service Coordinated Transport Co., Newark, N.J.; Hertz Corp., New York.

I·K·C
978654

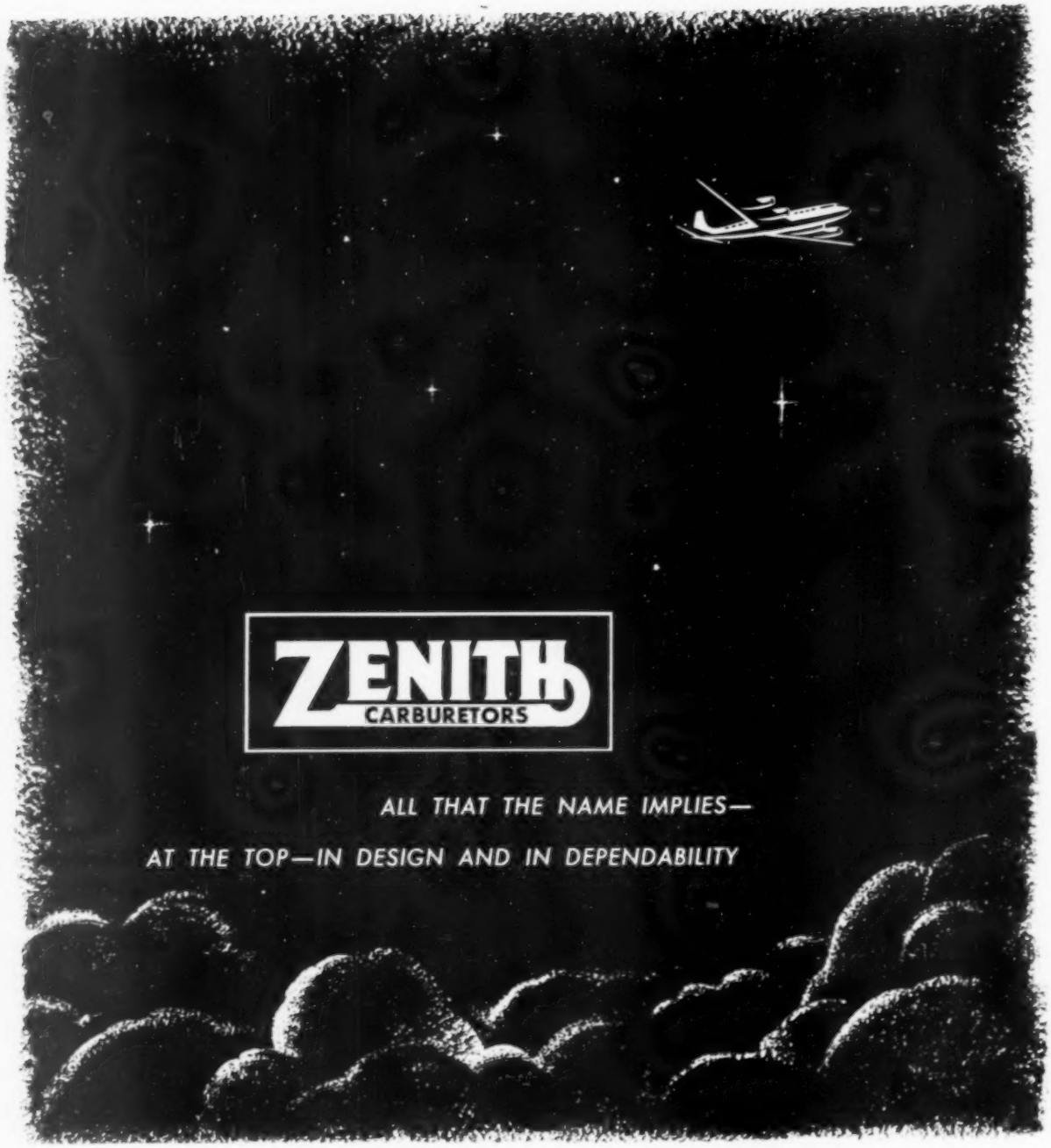
New way to brand your tires

Easy to apply—inexpensive to buy

● New *Tattoo* brands your tires permanently against theft with your own name, serial number or other identification—ends costly losses from tire switching. No expensive equipment needed. *Tattoo* goes on like a cold patch—guaranteed to stay for life of tire when properly applied. Already in use on large and small fleets. Mail coupon for samples and low prices.

B & W PRODUCTS, INC. • 46½ Public Square • SHELBYVILLE, IND.
Please send free samples and prices of TATTOO Tire Brander.

NAME _____ TITLE _____
COMPANY _____ NO. UNITS _____
STREET _____
CITY _____ STATE _____



Trouble free, efficient carburetion can mean a lot in terms of operating economy. With Zenith* Carburetors there are fewer service requirements, longer carburetor life and more reliable fuel control.

It will pay to remember that truck manufacturers using Zenith Carburetors are offering you the finest equipment in the field.

And when you are servicing present equipment, your local Zenith distributor can be of real assistance in supplying the right carburetor for the job at economical cost.

Zenith gives better performance longer because—**Zenith has more experience in more fields with more engine types than any other carburetor manufacturer.**

*REG. U. S. PAT. OFF.

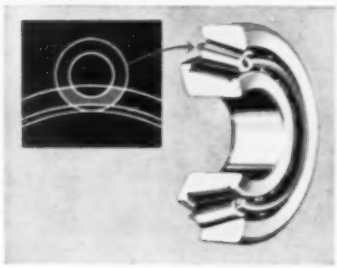
Zenith Carburetor Division

696 HART AVE., DETROIT 14, MICH.

Export Sales: Bendix International, 205 E. 42nd St., New York 17, N. Y.

Bendix AVIATION CORPORATION

Tomorrow's "dream" is our job today!



HIGHER FLANGE IMPROVES ROLLER ALIGNMENT

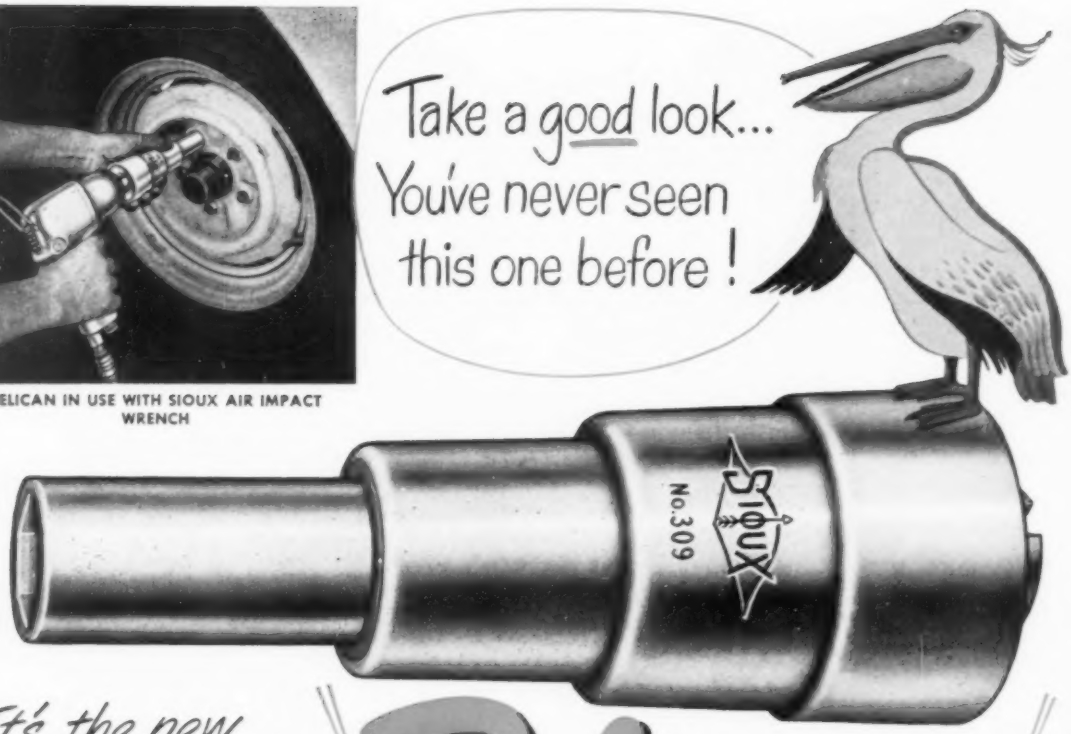
As shown by the gray area above, the higher flange provides a large two-zone contact area for the roller heads. This greatly reduces wear—practically eliminates "end play". Larger oil groove provides positive lubrication.

There's more to the car of tomorrow than just futuristic styling! Automotive engineers are working to perfect completely new power plants—like turbine engines—to achieve yet-unheard-of performance and economy! And they demand bearings that are as advanced as their thinking. This is no new challenge to Bower engineers. A glance at the design features listed at left will tell you a few of the many original Bower contributions to bearing performance which have reduced bearing maintenance and failure to a practical minimum. There are many more in the making. If your product is one which needs advanced bearings *today* plus realistic planning for the future, specify Bower. There's a complete line of tapered, straight and journal roller bearings for every field of transportation and industry.

BOWER ROLLER BEARING DIVISION
FEDERAL-MOGUL-BOWER BEARINGS, INC. • DETROIT 14, MICHIGAN

BOWER ROLLER BEARINGS

PELICAN IN USE WITH SIOUX AIR IMPACT WRENCH



It's the new...

SIOUX Pelican NUT ACCUMULATOR

With the SIOUX Pelican Nut Accumulator attached to an impact wrench, ten nuts can be spun off and back on again without being touched by human hand. It will hold ten ¾" or 13/16" hex nuts either 7/16" or ½" thread.

The center stem with its load of nuts is easily removed and another empty stem installed in its place. With one extra stem, 20 nuts can be removed and replaced; with two extra stems, 30 nuts, etc.

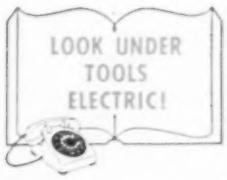
The Pelican may be used with any ½" or ⅝" square drive, air or electric impact wrench. The simple, dependable mechanism has few moving parts. It cannot be damaged by overloading. It drives without loss. Nuts can't get dirty.

The SIOUX Pelican costs little in relation to the time it saves. It quickly pays for itself. It's brand new and exclusively from SIOUX to you.

LOADED CENTER STEM

PELICAN IN USE WITH SIOUX ELECTRIC IMPACT WRENCH

SIOUX



ALBERTSON & COMPANY, Inc.

SIOUX CITY, IOWA, U. S. A.

• *NEW* AIR IMPACT WRENCHES • *NEW* AIR SCREWDRIVERS • ELECTRIC IMPACT WRENCHES • DRILLS • SANDERS • POLISHERS • SCREWDRIVERS • PORTABLE SAWS • VALVE FACE GRINDING MACHINES • FLEXIBLE SHAFTS • ABRASIVE DISCS

"Bringin' out 22 tons of redwood, they need 'em fast . . . buddy, these brakes are in for it!"

Good thing this rig stops on American Brakeblok. She'll pull in at the mill on time—and safely!

Even through flash floods, rugged American Brakeblok thick blocks shake off water quicker than a pup . . . because they *maintain an unyielding, peak friction value*—right down to the bolt tops!

No friction "wear-off", these blocks are solid and non-compressible—not woven, laminated or impregnated.

For carriers, buses or highly specialized rigs . . . a recent survey shows 17% *more* operators use American Brakeblok than the next leading make.

Specify

American Brakeblok®

heavy-duty lining
and thick blocks

AMERICAN Brake Shoe COMPANY

AMERICAN BRAKEBLOK DIVISION • EXECUTIVE OFFICES, Detroit 9, Mich.
Plants in Winchester, Va. • Cleveland, Ohio • Hillburn, N. Y. • Lindsay, Ont. • Mexico City, Mexico • Gif, France

N.A.P.A.

DID YOU KNOW—

McQuay-Norris

is the only parts manufacturer who distributes "EATON" brand valves through the automotive wholesaler*

See your McQuay-Norris Wholesaler

McQuay-Norris Eaton Brand Valves are made of highest heat-resisting alloy steels . . . many have Eatonite hard facing, sodium cooling, and rotation features. For valves it's McQUAY-NORRIS!

*In the U. S. A. and Canada

McQUAY-NORRIS Manufacturing Co., St. Louis • Toronto

Reduce trouble on the road . . .
Lower operating costs . . .
EQUIP YOUR FLEET with
the NEW Heavy Duty **3 psi** model
NOW with **MAGNET** to trap iron oxide!

SENSATIONAL NEW

FILT-O-REG®

FUEL PRESSURE REGULATOR

In stop and start traffic, up steep mountain grades, on the open highway . . . **FILT-O-REG** keeps a constant even, maximum pressure on the delicate carburetor float valve and seat. Stops annoying carburetor troubles caused by over-pressure in the fuel system. And, **FILT-O-REG** reduces wear on carburetor, fuel pump and engine! Try it!

Send for Helpful bulletins
302 HOW "OVER-PRESSURE" CAUSES CARBURETOR FLOODING
317 YOUR ANSWER TO VAPOR LOCK

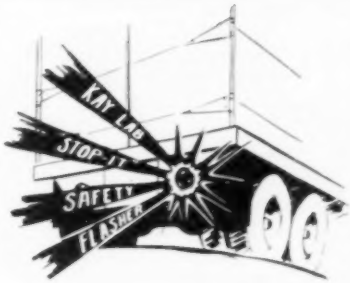
Stops FLOODING, STALLING
prevents VAPOR LOCK
gives QUICKER STARTS
increases GAS ECONOMY

• Order from your Jobber

ALONDRA SALES, INC., 959 CRENSHAW BLVD., LOS ANGELES 19, CALIFORNIA

"KAY LAB"
FOR DEPENDABLE
QUALITY PRODUCTS

KAY LAB is repeatedly the choice with every City, County and State government requiring flashing lights on emergency vehicles because only Kay Lab has the features specified.



"STOP-IT" SAFETY FLASHER
Finest flasher made. Makes lights flash on-and-off. Used for flashing warning signals and directional signals. Available in 4 types. Will flash any auto lamp to 64 candlepower, 5 ampere, standard ratings 6 or 12 Volts.

ALTERNATING FLASHER
HEAVY DUTY. Meets requirements of State Laws for alternating flashing signals. Up to 15 amperes, 6 or 12 Volts. No parts to wear out; requires no lubrication, no upkeep. Operates magnetically. Good for lights or horn signals.

Write for Folders, prices and name of nearest Jobber

MACCHI & COMPANY
819 Valencia Street, San Francisco 10, Calif.

SECTION

8

Your Directory of Federal Agencies

So you want to do business with the government. Or maybe you have a question that needs answering. Where do you start? If you've ever been through a tangle with the government before, you probably don't. You've learned that unless you know from the beginning who you're trying to contact, it can be just about hopeless.

And that's the reason for Fleet Owner's annual directory of government agencies. Here are the bureaus you'll want to know about. They are broken down according to the type business you, as a fleet man, may have.

And it pays to know who . . .

. . . the man is within an agency who handles what you want to know about. You won't be operating in the dark if you keep this listing handy. In addition to complete addresses and phone numbers, where available, you'll find the name of the man you should ask for in any given Washington office. This short cut can mean a big time-saving for you—one you can't fully appreciate unless you've found yourself in the position of contacting the government without information of this type.

This section begins on next page

Federal-Agency Guide for Fleets

You can cut the government red tape and get to the man you want—if you know who he is, where to reach him. This listing will tell you who to see about what, and it will give you the right address and phone number, too.

Government Hauling Contracts

GENERAL FREIGHT

General Services Administration
James K. Cowling, Chief
Charter and Routing Div.
Transportation and Pub. Utilities Ser.
General Services Administration
Washington 25, D. C.

Region 1: Mass., Conn., R.I., Me., Vt., N.H.
W. J. Pashley
Room 620
Post Office-Courthouse Bldg.
Boston 9, Mass.
LIberty 2-5600, Ext. 231

Region 2: N.Y., Pa., N.J., Del.
J. A. Daly
250 Hudson Street
New York 13, N.Y.
ALgonquin 5-4300, Ext. 75 or 76

Region 3: D.C., Md., W.Va., Puerto Rico, Virgin Islands
Archer B. Overby
GSA Regional Office Bldg.
7th & D Streets, S. W.
Washington 25, D.C.
REpublic 7-7500, Ext. 6296

Region 4: N.C., S.C., Tenn., Miss., Ala., Ga., Fla.
G. D. Krueger
Peachtree-Seventh Bldg.
50 Seventh Street, N. E.
Atlanta 23, Ga.
TRinity 6-3311, Ext. 5636

Region 5: Ky., Ill., Wisc., Mich., Ind., Ohio
Oscar Spector
Room 575
U. S. Courthouse
219 S. Clark Street
Chicago 4, Ill.
HArrison 7-4700, Ext. 262

Region 6: Mo., Kans., Ia., Neb., N.D., S.D., Minn.
E. A. Robinson
2306 E. Bannister Road
Kansas City 14, Mo.
EMerson 1-0860, Ext. 264

Region 7: Tex., La., Ark., Okla.
W. W. Vaughn
Main & Victory Streets
Fort Worth, Texas
EDison 5-5341

Region 8: Col., Wyo., Utah, N.M.
Herbert M. Thompson
Bldg. 41, Denver Fed. Center
Denver 2, Colo.
BElmont 3-3611, Ext. 6456

Region 9: Calif., Ariz., Nev., Hawaii
R. C. Utzelman
4th Floor, 49—4th Street
San Francisco 3, Calif.
YUkon 6-3500

Region 10: Wash., Ore., Ida., Mont., Alaska
G. H. Bowersox
Federal Office Bldg.
909 First Ave.
Seattle 4, Wash.
MUtual 3-300, Ext. 1138

DEFENSE FREIGHT

Military Traffic Management Agency
Chief of Freight Division
Military Traffic Management Agency
Washington 25, D.C.

Address mail to regional offices:
Traffic Division
Military Traffic Management Agency
City, State

Eastern Traffic Region: Pittsburgh, Pa.
Serving: Conn., Del., D.C., Me., Md., Mass., N.H., N.J., N.Y., Pa., R.I., Vt.

Southeast Traffic Region: Forest Park, Ga.
Serving: Ala., Fla., Ga., Ky., Miss., N.C., S.C., Tenn., Va., W.Va.

Southwestern Traffic Region: Dallas, Tex.
Serving: Ark., La., N.M., Okla., Tex.

Central Traffic Region: St. Louis, Mo.
Serving: Colo., Ill., Ind., Iowa, Kans., Mich., Minn., Mo., Mont., Nebr., N.D., Ohio, S.D., Wisc., Wyo.

Western Traffic Region: Oakland, Calif.
Serving: Ariz., Calif., Ida., Nev., Ore., Utah, Wash.

POSTAL FREIGHT

Star Routes
E. L. Williams
Director of Highway Transportation
Post Office Department
Washington 25, D.C.

Empty Mail Bags
Arnold G. Aulick
Dir. of Mail Equipt. Transportation
Post Office Department
Washington 25, D.C.

OTHER POSTAL FREIGHT

Carl Peterson
General Transportation Specialist
Post Office Department
Washington 25, D.C.

Region 1: Atlanta, Ga.
Serving: Fla., Ga., N.C., S.C., Puerto Rico, Virgin Islands

Region 2: Boston, Mass.
Serving: Me., N.H., Vt., Mass., Conn., R.I.

Region 3: Chicago, Ill.
Serving: Ill., southern Mich.

Region 4: Cincinnati, Ohio
Serving: Ind., Ky., Ohio

Region 5: Fort Worth, Texas
Serving: Tex., La.

Region 6: Denver, Colo.
Serving: Ariz., Colo., N.M., Utah, Wyo.

Region 7: Memphis, Tenn.
Serving: Ala., Miss., Tenn.

Region 8: Minneapolis, Minn.
Serving: Minn., N.D., S.D., Wisc., northern Mich.

Region 9: New York, N. Y.
Serving: N.Y.

Region 10: Philadelphia, Pa.
Serving: Pa., N.J., Del.

Region 11: Seattle, Wash.
Serving: Ida., Mont., Ore., Wash., Alaska

Region 12: St. Louis, Mo.
Serving: Ark., Iowa, Mo.

Region 13: San Francisco, Calif.
Serving: Calif., Nev., and all Pacific possessions

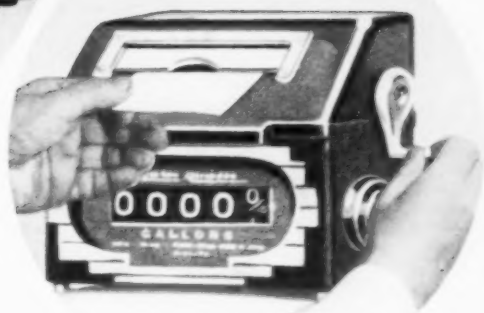
Region 14: Wichita, Kans.
Serving: Kans., Nebr., Okla.

Region 15: Washington, D. C.
Serving: D.C., Md., Va., W.Va.

PRINTED MATTER

Government Printing Office
Mrs. Ruth S. Luning
Chief of Traffic Section
Government Printing Office
Washington 25, D.C.

Continued on page 178



Keeps fleet gas records *automatically*

Bennett FLEETMASTER pumps

refuel fleets quickly and give you a printed record of fuel used by each vehicle.

Bennett Fleetmaster Pumps fuel fleets fast and help you accurately control operating costs and inventories. They end costly waste, fuel pilferage and cut record-keeping costs.

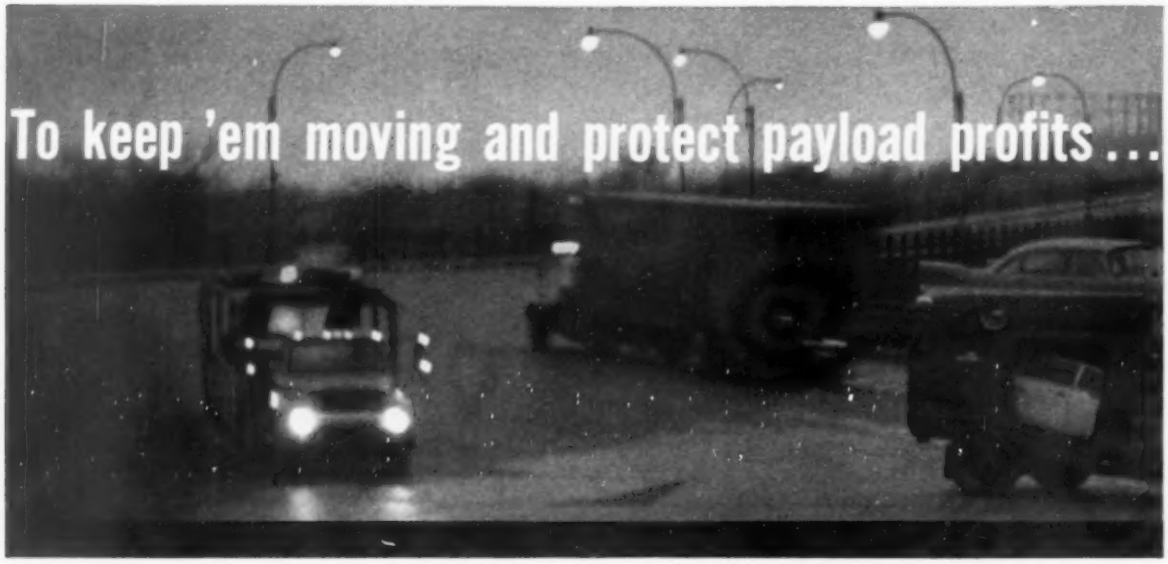
Designed and built to the precision standards that have made Bennett Service Station Pumps famous for quality, Fleetmaster Pumps give long years of exceptionally accurate and dependable service with low maintenance.

Available with Register and Totalizer in place of Ticket Printer. Remote control models available.

Traditional Bennett *Quality*

JOHN WOOD COMPANY • Bennett Pump Division, Muskegon, Michigan

IN CANADA: JOHN WOOD COMPANY LIMITED • Toronto • Montreal • Winnipeg • Vancouver



AUTO-LITE SPARK PLUGS are ignition-engineered to give top performance in the most rugged operations. The complete line includes the Auto-Lite Transport Spark Plug with heavier insulator and over-sized electrodes for extra-heavy service . . . and the Auto-Lite Resistor Spark Plug with Power Tip that gives overhead-valve passenger car engines top performance and economy at *all speeds.*

AUTO-LITE STA-FUL BATTERIES are proved by a two-million-mile test to be the finest batteries money can buy. The Sta-ful *extra liquid reserve* offers additional protection for rugged fleet operations. Available wet or dry charged, Auto-Lite Sta-ful *needs water only ⅓ as often.* Heavy case construction and fibre-glass separators assure long life in the most severe service. A full line available in 6 or 12 volts.

FOR LESS DOWN TIME, LOWER MAINTENANCE COSTS, INSIST ON . . .

AUTO-LITE®

SPARK PLUGS
BATTERIES
WIRE AND CABLE
ORIGINAL SERVICE PARTS

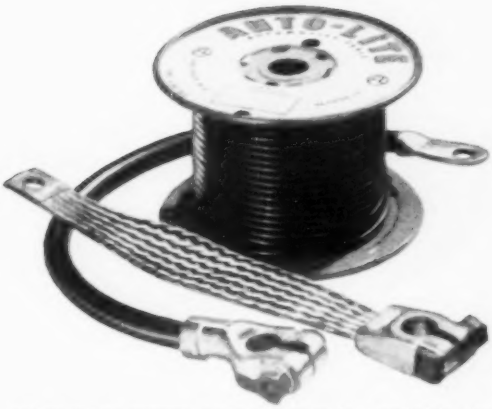
Auto-Lite manufactures over 400 products, including a complete line of Spark Plugs, Batteries, Wire and Cable, and Automotive Electrical Systems . . . sold throughout the United States and Canada.

Standardize on Auto-Lite!

Ignition-engineered AUTO-LITE electrical equipment gives top engine efficiency, cuts ton-mile costs in many large fleet operations

Many fleet owners, both national and local, find that it *pays* to standardize on dependable Auto-Lite electrical equipment. For example, the stocking and ordering of parts are now the simplest in history as a result of Auto-Lite's vast new Standardization of Parts Program. To see how Auto-Lite can effect savings in your fleet operation, see your supplier or mail coupon below.

AUTO-LITE ORIGINAL SERVICE PARTS can be relied on to give safer, longer performance in the circuits designed especially for Auto-Lite equipment. Matching Auto-Lite coils, distributors, voltage regulators, condensers, and contact points will assure *balanced*, full-power performance. You'll like the new Auto-Lite simplified numbering system, too, that makes parts ordering the simplest in history.



AUTO-LITE WIRE AND CABLE is available for *all* cars and trucks. Auto-Lite "Power Line" Battery Cables have exclusive "Power Line" terminals with steel inner core that holds its shape like a vise—keeps full contact for full power. Auto-Lite "Neo-sheath" Spark Plug Wire has highest quality neoprene insulation that resists heat, oil, ozone, and the rough treatment of heavy, over-the-road service.

Send now for full information on the new AUTO-LITE NATIONAL FLEET ACCOUNTS PROGRAM that can mean substantial savings for you in electrical maintenance costs.

Manager, Fleet Sales — FO
THE ELECTRIC AUTO-LITE COMPANY
Toledo 1, Ohio

Please send full information about the new Auto-Lite National Fleet Accounts Program.

NAME _____

COMPANY _____

POSITION _____

ADDRESS _____

CITY & STATE _____

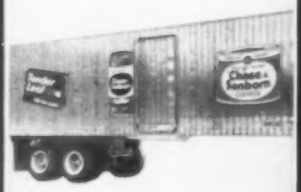
INCREASE PAYLOAD

with lightweight

MULHOLLAND-HARPER

Baked-Enamel-On-Aluminum

SIGNS



LIGHT AS A FEATHER! One-third the weight of conventional steel signs!

SO DURABLE! Aluminum won't rust; tough, hard baked enamel finish withstands abuse, weathering.

AND GOOD LOOKING! M-H Aluminum Signs "dress up" your trucks, add prestige to your fleet. Scotchlite Signs identify your trucks as well by night as ordinary signs do by day. Mail coupon for details.

MULHOLLAND - HARPER CO.

Half a Century of Sign Design and Manufacturing

5810 Tacony Street • Philadelphia 24, Pa.

Please send prices and complete information on your truck signs

NAME

COMPANY

STREET ADDRESS

CITY ZONE

STATE

Federal-Agency Guide . . .

Continued from page 174

General Commodities

Department of Agriculture

Boston—Centralized field administration for wool program serving all states.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
408 Atlantic Avenue
Boston 10, Mass.
HAncock 6-0135

Chicago—Responsible for all commodities except processed, rice in Ill., and commodities designated for centralized field administration by Boston, Dallas and New Orleans offices. Serves Conn., Del., Ill., Ind., Iowa, Ky., Me., Md., Mass., Mich., N.H., N.J., N.Y., Ohio, Pa., R.I., Vt., Va., W.Va.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
623 South Wabash Avenue
Chicago 5, Ill.
WEbster 9-7000

Cincinnati—Responsible for processed commodities including butter, non-fat dry milk solids, linseed oil, livestock products, and processed fruits and vegetables. Honey and tung oil inventories after take-over by any commodity office except Portland. Serves D. C. and all states currently served by Chicago, Dallas, Kansas City and Minneapolis offices.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
222 E. Central Parkway
Cincinnati 2, Ohio
DUnbar 1-2200

Dallas—Responsible for all commodities except processed and commodities designated for centralized field administration by Boston and New Orleans. Serves Ala., Ark., Fla., Ga., La., Miss., N.M., N.C., Okla., S.C., Tenn., Tex., Puerto Rico. Responsible for rice in Ill. and Mo. Centralized field administration for castor bean program, peanuts, naval stores, tung nuts and tung oil loans serving all states.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
500 South Ervay Street
Dallas 1, Texas
RIverside 8-5611

Kansas City—Responsible for all commodities except processed, rice in Mo., and commodities designated for centralized field administration by Boston, New Orleans and Dallas. Serves Colo., Kans., Mo., Nebr., Wyo.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
560 Westport Road
Kansas City 11, Mo.
VAlentine 1-7104

Minneapolis—Responsible for all commodities except processed and commodities designated for centralized field administration by Boston, New Orleans and Dallas. Serves Minn., Mont., N.D., S.D., Wisc.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
1006 W. Lake Street
Minneapolis 8, Minn.
FEderal 9-3612

New Orleans—Centralized field administration for cotton program and cottonseed program serving all states.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
Wirth Bldg., 120 Marais Street
New Orleans 16, La.
EXpress 2-411

Portland—Responsible for all commodities except those designated for centralized field administration by Boston, New Orleans and Dallas. Serves Ariz., Calif., Ida., Nev., Ore., Utah, Wash., Hawaii, Alaska.
Director, CSS Commodity Office
Commodity Stabilization Service
U. S. Department of Agriculture
1218 S. W. Washington Street
Portland 5, Ore.
CApitol 8-6171

General Agricultural Commodities, Department of Agriculture

John C. Winter
Transportation Section
Transportation & Facilities Branch
Marketing Research Div.
U. S. Dept. of Agriculture
Washington 25, D.C.

General Tax Information

INTERNAL REVENUE SERVICE
Henry Schneider
Public Information Division
Internal Revenue Service
Washington 25, D.C.

Highway Use Tax

INTERNAL REVENUE SERVICE
J. A. Kearney
Excise Tax Branch
Tax Ruling Division
Internal Revenue Service
Washington 25, D.C.

Tax Amortization

Expansion Goals

OFFICE OF DEFENSE MOBILIZATION
Selig Ginsburg
Tax Amortization Branch
Office of Defense Mobilization
Washington 25, D.C.

Continued on page 180

resists impact

These horns are built to stand sudden shock. And Parish Pressed Steel Division of Dana Corporation, a leading manufacturer of automotive chassis and frames, uses A.W. Dynalloy steel for the same reason . . . resists impact!

There are other reasons, of course. A.W. Dynalloy is

. . . easy to form
. . . easy to weld
. . . resistant to corrosion

As with Parish Pressed Steel, A. W. Dynalloy can help you get more value per dollar spent for your product. Send for our A. W. Dynalloy booklet which gives complete information. Write Marketing Division, Dept. DY-E92.

A.W. DYNALLOY

ALAN WOOD STEEL COMPANY

steelmasters for more than a century and a quarter CONSHOHOCKEN, PA.

DISTRICT OFFICES AND REPRESENTATIVES: Philadelphia • New York • Los Angeles • Atlanta • Boston • Buffalo • Cincinnati • Cleveland • Detroit • Houston • Pittsburgh • Richmond • St. Paul • San Francisco • Seattle • Montreal & Toronto, Canada—A.C. Leslie & Co., Limited

Federal-Agency Guide . . .

Continued from page 178

Open Tax Amortization Goals

INTERSTATE COMMERCE COMMISSION
Commissioner K. H. Tuggle
Transport Mobilization Staff
Interstate Commerce Commission
Washington 25, D.C.

General Business Information

U.S. DEPARTMENT OF COMMERCE
Business and Defense Services Administration
G. R. Davis
Automotive Division
Washington 25, D. C.
Sterling 3-9200

Business Assistance and Loans

SMALL BUSINESS ADMINISTRATION
(Regional Offices in heavy type)

Region 1: Me., Mass., N.H., R.I., Vt.
Edward J. Stewart, Regional Director
131 State St.
Boston 9, Mass.

Augusta, Me.
State Capitol Bldg.

Concord, N.H.
17 School St.

Montpelier, Vt.
Rms 30 & 32, Capitol Bldg.

Providence, R.I.
Smith Bldg., 57 Eddy St.

Region 2: Conn., N.Y., Northern N.J.
Arthur E. Long, Regional Director
42 Broadway
New York 4, N.Y.

Hartford, Conn.
Charles C. Foster, Branch Mgr.
70 Arch St.

Syracuse, N.Y.
Norbert J. Finkler, Branch Mgr.
Chimes Bldg.
500 S. Salina St.

Region 3: Del., Pa., Southern N.J.
William H. Harman, Regional Director
1015 Chestnut St.
Philadelphia, Pa.

Pittsburgh, Pa.
Fernand A. Thomassy, Branch Mgr.
Fulton Bldg.
107 Sixth St.

Region 4: D.C., Md., N.C., Va., W.Va.
Clarence P. Moore, Regional Director
900 N. Lombardy St.
Richmond 20, Va.

Baltimore, Md.
Meredith R. Hoffmaster, Branch Mgr.
307 Calvert Bldg.
Fayette & St. Paul Sts.

Charleston, W.Va.
Delbert E. Williams, Branch Mgr.
Davidson Bldg.
910 Quarrier St.

Charlotte, N.C.
Robert B. Horning, Branch Mgr.
1116 Independence Bldg.
102 W. Trade St.

Region 5: Ala., Fla., Ga., Miss., S.C., Tenn., Puerto Rico, Virgin Islands
James F. Hollingsworth, Regional Dir.
90 Fairlie St., N. W.
Atlanta 3, Ga.

Birmingham, Ala.
Fred H. Foy, Branch Mgr.
704 N. 22nd St.

Memphis, Tenn.
Morris G. Heins, Jr.; Branch Mgr.
732 Falls Bldg.
22 N. Front St.

Miami, Fla.
James D. Carpenter, Branch Mgr.
310 Pacific Bldg.
327 N. E. 1st Ave.

San Juan, Puerto Rico
Antonio Yordan, Branch Mgr.
Rm. 7, Chamber of Commerce
100 Tetuan St.

Knoxville, Tenn.
315 Empire Bldg.
624 Market St., S. W.

Jackson, Miss.
820 Electric Bldg.
Pearl and West Sts.

Region 6: Ky., Ohio
James G. Garwick, Regional Director
Federal Reserve Bank Bldg.
713 Superior Ave.
Cleveland 1, Ohio

Louisville, Ky.
James C. Daniels, Branch Mgr.
Suite 413, Federal Bldg.

Region 7: Ill., Ind., Iowa, Wisc.
William H. Kelley, Regional Director
226 W. Jackson Blvd.
Chicago 6, Ill.

Davenport, Iowa
Loyal D. Wareham, Branch Mgr.
302 Federal Bldg.

Indianapolis, Ind.
Earl W. Merry, Branch Mgr.
Room 505, Federal Bldg.

Madison, Wisc.
Robert W. Davis, Branch Mgr.

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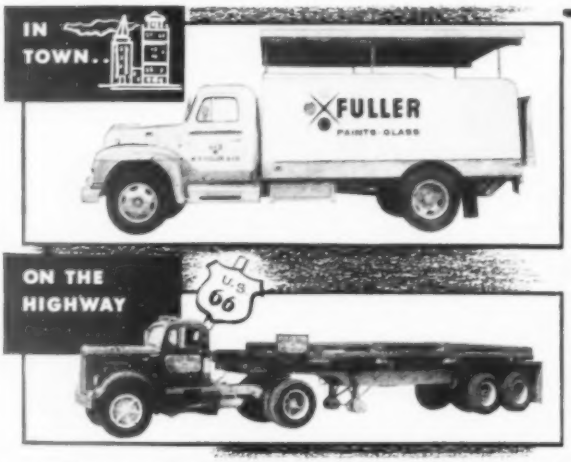


Fleet owners are switching to . . .

MEYERCORD Decal Truck Signs

Investigate the startling advantages of Meyercord Decal Truck Signs! (1) The *cost is a fraction* of hand-painting. Savings are especially marked when halftone illustrations are included. (2) *Lay-up time is minimum.* A multicolor hand-painted sign can garage your truck for days; total installation time for Meyercord Decal Signs is measured in minutes! (3) There is *absolute uniformity* of design and color—vital for the best and most lasting impression of your name and message. Meyercord Decals have been the standard of quality for over 60 years . . . they are built to withstand every extreme of weather and hard usage.

Write for the Meyercord full color brochure "Ads on Wheels". Request on company letterhead, please.

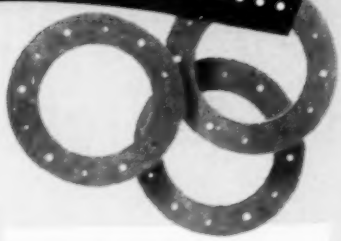
THE MEYERCORD CO.
World's Largest Decalcomania Manufacturers

Dept. S-514
5323 West Lake Street
Chicago 44, Illinois

7 WAYS TO DECREASE DOWN-TIME...

FAN BELTS WITH NEOPRENE COVERS

resist high under-hood temperatures, abrasive road dirt, oil and grease. *Pre-stretching* prevents sagging and premature wear.



CLUTCH FACINGS

manufactured to the same industry-leading standards as Thermoid Brake Blocks and Heavy Duty Linings, provide smooth, positive engagement.

HEAVY DUTY HYDRAULIC BRAKE FLUID AND PARTS

withstand the toughest conditions. Thermoid HD Fluid meets or exceeds all SAE requirements. Brake Parts and cylinder assemblies are precision engineered for complete dependability and long life.

NEOPRENE-NYLON AIR BRAKE DIAPHRAGM

provides maximum protection against oil, abrasion, heat . . . stands up under flexing . . . resists "ballooning" Gives you more revenue miles between overhauls.

HEAVY DUTY BRAKE LININGS

compounded under Thermoid's exclusive Dry Mix Process, have a *density* that makes them wear longer in the most severe service.

BT NEOPRENE RADIATOR HOSE

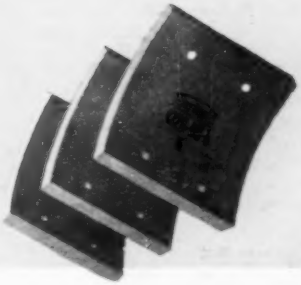
withstands 100° higher outside temperatures than ordinary hose . . . provides 4 times greater resistance to oil, grease and gas fumes.

Test these Thermoid products on the toughest job in your fleet!

Thermoid

Thermoid Company • Trenton, New Jersey

Brake Linings • Fan Belts • Radiator Hose • Hydraulic Brake Parts and Fluid • Car Mats • Clutch Facings • Thermoid Precision Process Equipment



THERMOID BRAKE BLOCKS

are engineered to meet the most rigid stopping tests, while providing maximum mileage, regardless of heat or operating conditions.

High heat from engine and exhaust calls for Rubatex Flooring to improve cargo-freezer efficiency

Design Guide for Freezer Trucks, Trailers and Vans

PROPOSED STEP BY STEP DESIGN OPERATIONS

1. Lay plywood ($1/4$" or $3/8$" thickness—exterior grade) on bolsters of truck body. As an alternate metal or masonite, $1/8$" or $1/4$" can be used.

2. Coat underside and edges of plywood with emulsion or water dispersed type of adhesive. *Avoid use of adhesive mixed with solvent.*

3. Bolt or rivet plywood to bolsters.

4. Coat top side of plywood with same adhesive (adhesive water-proofs plywood and is also a preservative).

5. Cement edges only of first layer of 2" thick Rubatex Insulation Hardboard (heavy coat). Apply first layer of Rubatex over entire floor. Tight joints necessary. Recommended size—2" x 27" x 54", R-103-S, 4.5 lbs. density.

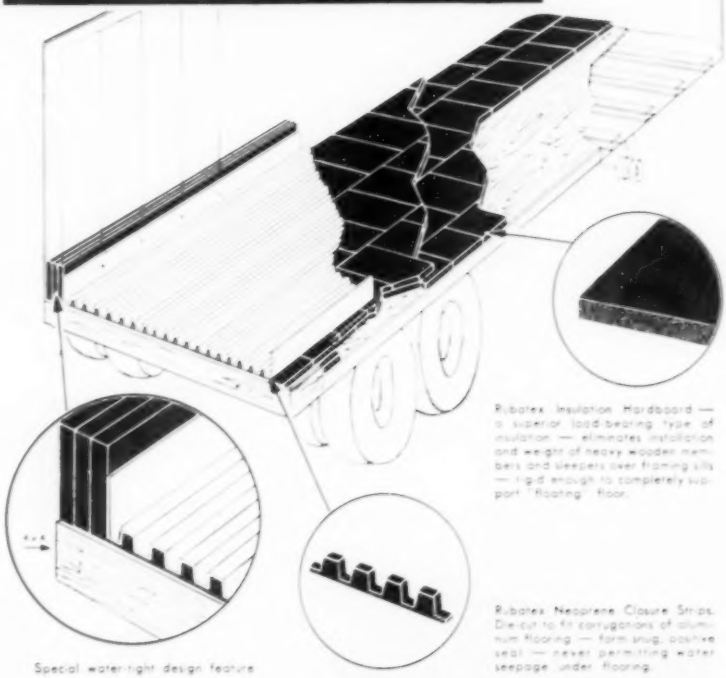
6. Use 2" thick x 12" wide pieces of Rubatex. Cover with adhesive on all sides and place on edge next to outside wall. (Make tight fit.)

7. Cement edges of second layer 2" thick Rubatex for floor. Place directly on top of first layer. Stagger all joints.

8. Use 2" thick x 10" wide pieces of Rubatex covered with adhesive on all sides. Place two layers of this thickness on edge next to first thickness that has been applied next to outside wall. (Make tight fit.) Stagger all joints.

9. Place extruded aluminum flooring of type manufactured especially for refrigerated trucks directly on top of Rubatex Insulation. Bolt floor down at back end in joints of aluminum flooring to bolster by using $1/4$" roundhead carriage bolts. (May be necessary to bolt floor at side door in same manner.) Bolt section of aluminum flooring that extends up side wall 7" to inside walls of truck or trailer.

10. Seal the ends of extruded flooring with Rubatex, Stock R-217-H, closure strips. Closure strips should be applied as flooring is being placed in position. These closure strips will prevent water seepage beneath aluminum floors.



RUBATEX DIVISION, Dept. FO-10
GREAT AMERICAN INDUSTRIES, INC.
Bedford, Virginia

SIGNATURE MANUFACTURER OF CLOSED CELLULAR RUBBERS

For full details and sample of Rubatex Insulation Hardboard—print your name in space below, attach to your company letterhead and mail to us.

Name _____

RUBATEX
INSULATION HARDBOARD

Send for Free Sample and Full Details

Federal-Agency Guide . . .

Continued from page 180

313 New City-County Bldg.
210 Monona Ave.

Region 8: Minn., N.D., S.D.
Robert C. Alm, Regional Director
301 Metropolitan Bldg.
2nd Ave. & 3rd St.
Minneapolis 1, Minn.

Region 9: Kans., Mo., Nebr.
C. I. Moyer, Regional Director
Dierks Bldg., 1006 Grand Ave.
Kansas City 6, Mo.

Omaha, Nebr.
Lyle S. Mackenzie, Branch Mgr.
705 Federal Office Bldg.
15th & Dodge Sts.

St. Louis, Mo.
Ruby Koelling, Branch Mgr.
630 New Federal Bldg.
1114 Market St.

Wichita, Kans.
Lawrence M. Gibson, Branch Mgr.
301 Bitting Bldg.
107 N. Market St.

Region 10: Ark., La., Okla., Texas
Chris W. Ferguson, Regional Director
1000 Main St.
Dallas 2, Tex.

Houston, Texas
Henry A. Schumacher, Branch Mgr.
Veterans Administration Bldg.
1424 Hadley St.

Little Rock, Ark.
William F. Struby, Branch Mgr.
620 Rector Bldg.
405 W. 3rd St.

New Orleans, La.
Justin Green, Branch Mgr.
708 Masonic Temple Bldg.
333 St. Charles St.

Oklahoma City, Okla.
Owen C. Jones, Branch Mgr.
315 Bankers Service Life Bldg.
114 N. Broadway

San Antonio, Texas
James R. Lyons, Branch Mgr.
412 Kallison Bldg.
434 S. Main Ave.

Tulsa, Okla.
518 Mayo Bldg.
420 S. Main St.

Region 11: Colo., N.M., Utah, Wyo.
Harold R. Smethills, Regional Director
Railway Exchange Bldg.
909 17th St.
Denver 2, Colo.

Salt Lake City, Utah
Room 518, Phillips Petroleum Bldg.
68 S. Main St.

Albuquerque, N. M.
Chamber of Commerce

Region 12: Northern Calif., Nev., Hawaii
Edward L. Turkington, Regional Director
40 Davis St.
San Francisco 11, Calif.

Honolulu, T. H
Warren C. Johnson, Branch Mgr.
119 Merchant St.

Region 13: Ida., Mont., Ore., Wash., Alaska
Robert F. Buck, Regional Director
Burke Bldg.
905 Second Ave.
Seattle, Wash.

Helena, Mont.
William T. Beaumont, Branch Mgr.
Room 412, Power Block
Corner Main & 6th Ave.

Portland, Ore.
John G. Barnett, Branch Mgr.
Old U. S. Court House
520 S. W. Morrison St.

Anchorage, Alaska
M & S Bldg.
424 Fifth Ave.

Boise, Idaho
U. S. Post Office & Court House Bldg.
8th & Bannock St.
P. O. Box 933

Region 14: Southern Calif., Ariz.
Donald E. McLarnan, Regional Director
312 W. 5th St.
Los Angeles 13, Calif.

Phoenix, Ariz.
511 Mayer-Heard Bldg.
112 N. Central Ave.

Region 15: Mich.
Federick W. Pritchard, Regional Dir.
211 W. Congress St.
Detroit 26, Mich.

Transportation Regulations

INTERSTATE COMMERCE COMMISSION
Harold D. McCoy, Secretary
Interstate Commerce Commission
Washington 25, D. C.

Federal Highway Program

DEPARTMENT OF COMMERCE
Edgar A. Stromberg
Chief of Information
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Materials Performance

NATIONAL BUREAU OF STANDARDS
W. R. Tilley, Chief
Office of Technical Information
National Bureau of Standards
Washington 25, D. C.

"THIS LUBRICANT MEETS OUR REQUIREMENTS FOR SUB-ZERO TEMPERATURES"

Says- TUCKER SNO-CAT CORP.

"We are proud to state that there are over 50 SNO-CATS satisfactorily operating in the Antarctic in temperatures as low as minus 60 degrees. This seems to us the ultimate in extreme tests for both SNO-CATS and LUBRIPLATE LOW-TEMP Lubricant on which SNO-CATS depend for their consistently outstanding and reliable performance."

J. M. Tucker, General Manager

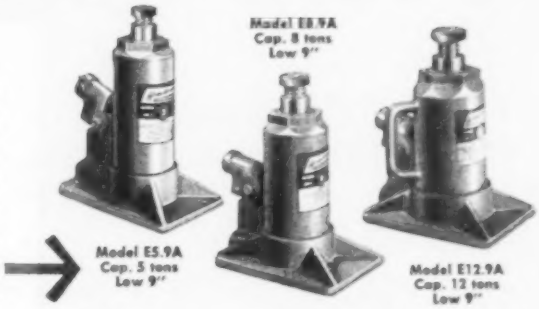
REGARDLESS OF THE SIZE AND TYPE OF YOUR MACHINERY, LUBRIPLATE GREASE AND FLUID TYPE LUBRICANTS WILL IMPROVE ITS OPERATION AND REDUCE MAINTENANCE COSTS.

LUBRIPLATE is available in grease and fluid densities for every purpose . . . LUBRIPLATE H. D. S. MOTOR OIL meets today's exacting requirements for gasoline and diesel engines.

For nearest LUBRIPLATE distributor see Classified Telephone Directory. Send for free "LUBRIPLATE DATA BOOK" . . . a valuable treatise on lubrication. Write LUBRIPLATE DIVISION, Fiske Brothers Refining Co., Newark 5, N. J. or Toledo 5, Ohio.

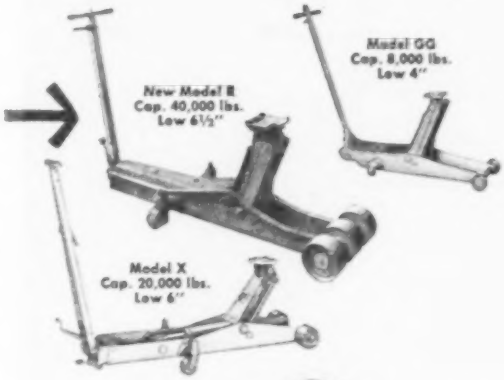
HEIN-WERNER HYDRAULIC JACKS

for fast lifting, easy positioning and safe handling



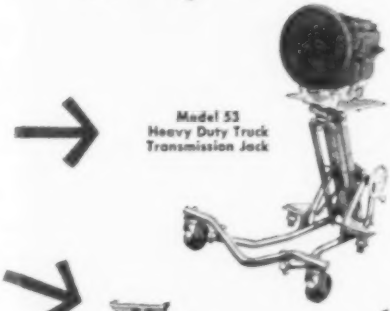
Hein-Werner Hydraulic Truck Jacks

. . . are powerful, dependable and fast acting. Built to withstand severe usage. Operate in vertical or horizontal position. Pressure by-pass prevents over travel of ram. Protected positive release valve prevents accidental lowering. Pumping unit is leak proof. One piece, extension screw is hardened for longer life – greater stability. Available in capacities of 1½, 3, 5, 8, 12, 20, 30, 50 and 100 tons. Models of 12 tons and larger have carrying and positioning handles. All are factory tested at 1½ times rated capacity to assure maximum safety.



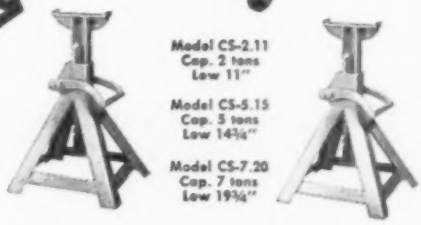
Hein-Werner Hydraulic Service Jacks

. . . are sturdy and packed with power for quick, easy lifting. Large swivel wheels and easy-to-spot white swivel saddle permit fast, sure positioning under load. All side members are of structural steel and hydraulic units are double tested to assure dependable service. Available in models of 1¼, 1½, 2, 4, 10 and 20 tons capacity. Each is individually tested and equipped with safety valve.



New Hein-Werner Truck Transmission Jack

. . . designed for one-man handling of heavy duty transmissions, torque converters, differentials and rear end assemblies. Capacity 2000 pounds.



New Hein-Werner Stout-Boy Stands

. . . offer quicker adjustment – greater safety and stability in three popular capacities . . . 2, 5 and 7 tons.

Keep up to date in '58 with Hein-Werner. Remember, Hein-Werner manufactures and sells more hydraulic jacks than any other company in the world! Be choosy . . . be safe – make sure *all* of your shop jacks are Hein-Werner.

FRANCHISED SERVICE DEPOT
Hein-Werner

For Your Protection all factory approved service stations now display this emblem.

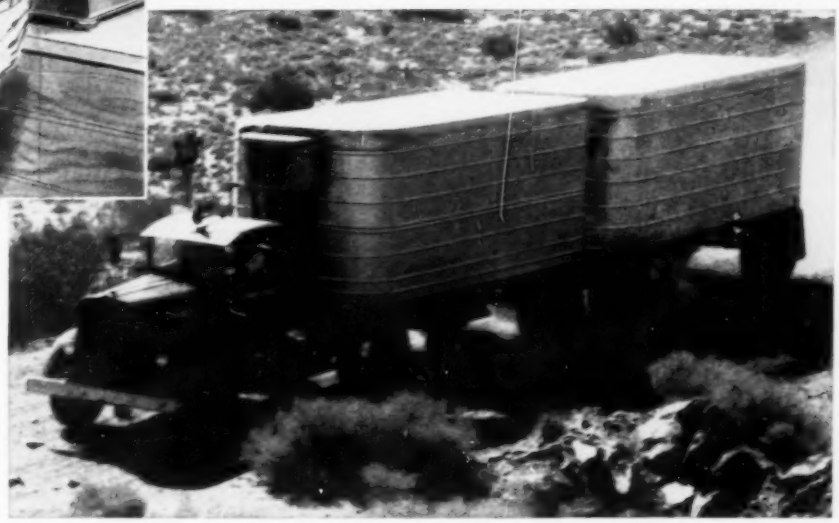
HEIN-WERNER CORPORATION

WAUKESHA, WISCONSIN

The complete Hein-Werner line includes: The famous "55", "Screwball" and WHIZ Twin Saddle Service Jacks . . . Under Axle Jacks of 1½ to 100 tons capacity . . . "Bumper-Lift" Jacks for passenger cars . . . Service Jacks for shop use . . . Transmission Jacks . . . Adjustable Car Stands . . . "Push and Pull" and "Pushmaster" Jacks for body, fender, and frame repair work.

PROVED IN THE LAB...

PROVED ON THE ROAD!



NEW *TRANSULITE* INSULATION REDUCES MOISTURE PICKUP

Standard laboratory test shows that the specially developed binder in Transulite keeps moisture pickup under 5% by weight.

Transulite is a new moisture-resistant insulation *specifically developed* for refrigerated trucks and trailers. Even when frequent door opening exposes it to the effects of condensation, a special binder cuts moisture pickup to a minimum in L·O·F Glass Fibers' Transulite . . . helps it maintain *full* insulating efficiency.

L·O·F Glass Fibers' Transulite is made from fine glass fibers and bonded with this special new binder. In addition to its excellent moisture resistance, it offers:

- *Excellent Vibration Resistance*—Has outstanding resistance to sagging and settling.
- *Top Thermal Efficiency*—Rates as one of the most efficient of insulations on a heat-resistance-to-weight basis.
- *Light Weight*—As little as $\frac{3}{4}$ oz. per sq. ft. Allows increased payloads. Compression-packed rolls are easy to handle.
- *Pleasant, Easy Installation*—Pleasant to handle, even without gloves. Resilient blanket stays in place without clips or adhesives, speeds application.

Find out more about how this amazing new insulation gives highly effective protection for frozen or perishable cargoes. Write today: *L·O·F Glass Fibers Company, Dept.* ***43-38,*** *1810 Madison Avenue, Toledo 1, Ohio.*

L·O·F GLASS FIBERS

L·O·F GLASS FIBERS COMPANY • TOLEDO 1, OHIO

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Now from GMC Engineered

THE NEW GMC DR860 DIESEL MONEY-MAKER shown above is equipped with Truck Air Suspension – rated for 65,000 GCW hauling. GMC's new "Engineered Economy" is also available in the DF860 with a 72-inch b.b.c. and steel springs.

Diesel Economy

—in a choice of 60,000-65,000 GCW highway haulers

ECONOMY TO THE HILT – that was the goal when GMC engineers developed this significant advance in Diesel operating efficiency.

For their starting point was GMC's famed 6-71SE engine – already a noted fuel-saver. They fitted it with even more economical 60E injectors. And they governed its r.p.m.'s for the most fuel-saving operation.

The whole power train is keyed to new efficiency. The transmission ratio is chosen specifically for the given hauling requirements—whether you call for a 10-speed unit or a 5-speed with 2-speed axle. Rear axle ratios are selected just as carefully.

In any case, the Economy-Range Governor pegs the cruising r.p.m.'s to give you top legal speeds with standout fuel economy. You get them without "lugging" or engine strain—*and without turbo-charging.* And this easy-going power production makes fewer engine repairs necessary.

That's on top of all the other GMC Diesel advantages, too: A choice of 72-inch or 90-inch cabs. Truck Air Suspension if you desire. New hydraulic power steering for superlative handling ease.

It all adds up to this: You'll do well to see your GMC dealer!

GMC TRUCK & COACH – *A General Motors Division*

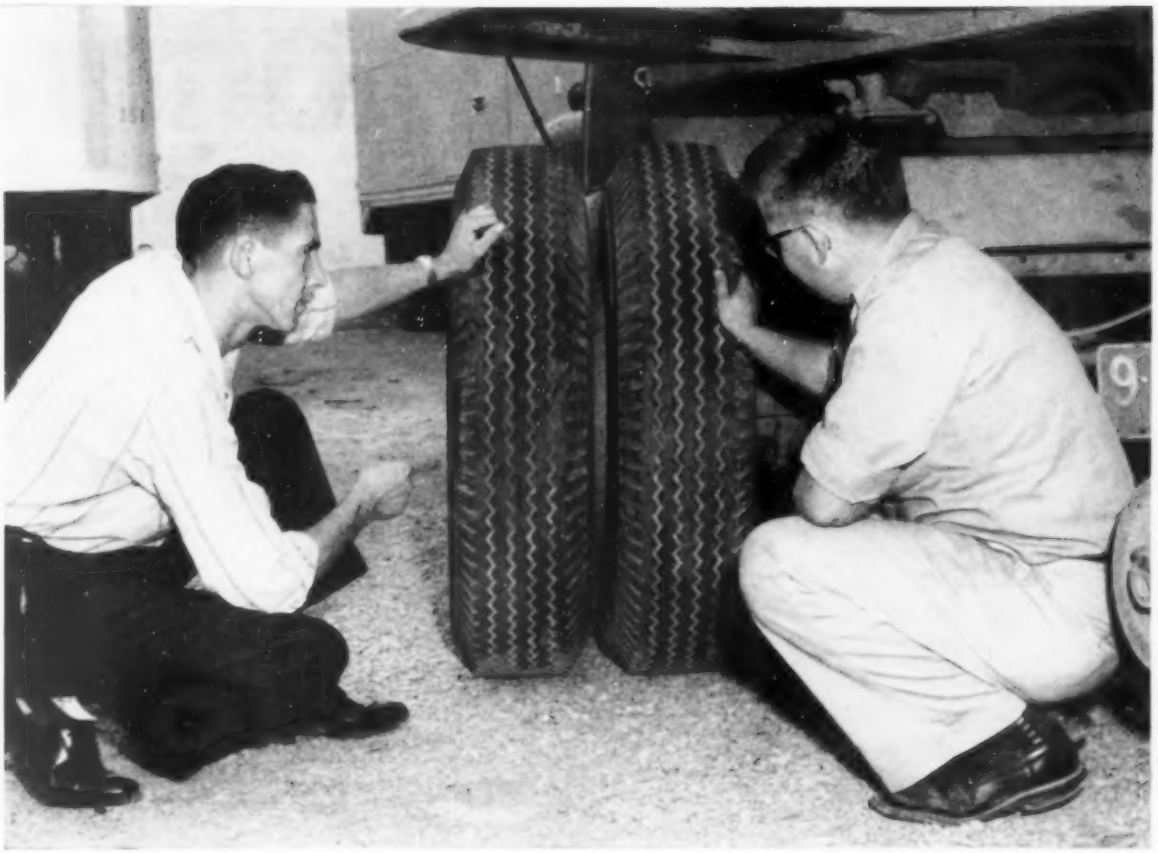
Only GMC Haulers offer all these features:

TRUCK AIR SUSPENSION • SUPER-ECONOMY DIESELS
PLUS-PAYLOAD 90" CABS • ALLISON TORQMATIC* DRIVE
½ TON LESS CURB WEIGHT • ECONOMY-RANGE GOVERNORS
HORSEPOWER WITH HORSE SENSE

*Optional at extra cost

GMC-America's Ablest Trucks

Available in models from ½ to 45 tons



W. K. Whitmore, Jr., National Can Retinning's Service Mgr., at right, shows Loren Snyder, Cooper salesman, the large amount of tread still remaining on two Cooper Road-Master Extra-Mile tires that have already delivered over 90,000 trouble-free miles.

National Can Retinning reports Cooper Road-Master tires "best ever used" after 6 million mile test

National Can Retinning Company of Lima, Ohio, uses 400 tires to keep its modern truck fleet operating at top efficiency. Units travel at high sustained speeds on turnpikes and over long stretches of highly abrasive rural roads.

The problem of fast tread wear cost was considered normal until it was decided to give Cooper's new Road-Master Extra Mile tires a try. After 6 million miles, National Can Retinning reports that these tires are "the best ever used" because they average over 100,000 miles per unit on drive wheels and give consistently more safe recaps. Tire costs have been drastically cut.

Super Processed "Hi-T" Cord

Cooper recently installed the industry's newest and most modern cord processing mill. This is one reason for National Can Retinning's lower tire costs. Using the famous AccuRay®, Cooper now electronically processes truck tire cord under highest tension. A ply cord having new and superior dimensions of uniform thickness and strength results. Pound for pound, Cooper "Hi-T" (high tension) cord is stronger than steel cable. This guarantees a longer life span for Cooper Road-Master tires and more miles of trouble-free service for users.

Shock-Guard Construction

The longer life span of Cooper Road-Master tires is doubly guaranteed because of Shock-Guard construction. This is the exclusive Cooper development that defends against impact blows that can cause even the strongest nylon or rayon cord to break under certain conditions. The body of a Cooper Road-Master truck tire is practically damage-proof; delivers phenomenal original mileage and up to 4 and 5 bonus recaps.

Call Your Cooper Dealer

Habit buying of the same old brand may be costing dollars you can save, if you are not already using Cooper Road-Masters. These tires are available in three price ranges and you have a choice of either Cooper "Hi-T" nylon or rayon cord construction. Lower tire costs are as near as your Cooper truck tire dealer. Call him today. Cooper Tire and Rubber Company, Findlay, Ohio.

Cooper TIRES

Cooper Tires

. . . miles ahead

Boost your profits with this NEW fiber-glass bus seat

Approved and used by
New York City Transit Authority
It definitely defies vandals

AMERICAN SEATING

The standard by which all other public seating is measured

PHOTO COURTESY GMC TRUCK & COACH DIVISION, GENERAL MOTORS CORPORATION

"A pioneering idea to cut costs and boost profits"

—New York City Transit Authority

New York City Transit Officials celebrate "Open House" for the public. Left to right: C. J. Barecki, Chief Product Engineer, American Seating Company; George Haney, American Seating Transportation Representative; Col. James B. Edmunds, General Superintendent of Surface Lines; R. A. Smith, Field Sales Manager of Transportation Division, American Seating Company; and Col. R. N. Atwell, Chief Automotive Engineer, New York City Transit Lines. In the background is a new GM Transit Coach with fiber-glass seats; in the foreground is a floral tribute to the Authority, designed around a new American Seating 410 fiber-glass bus seat.

"American Seating has done it again—and this time, with your new Model 410 fiber-glass bus seats. You have pioneered an idea that could well be the beginning of a new era of lower costs and higher profits for bus operators like ourselves," says Col. James B. Edmunds, General Superintendent of Surface Lines, New York City Transit Authority.

"Needless to say, we like this idea and we endorse it wholeheartedly. It has everything —light weight, contoured seats for comfort, spring-mounting for shock absorption, high strength in relation to weight, and it definitely will put an end to most of the vandalism which is a constant source of irritation and expense to us.

"Not only will the seat itself require the minimum of maintenance but, because it is so much lighter in weight than conventional seats, it is believed it will reduce our gross vehicle weight sufficiently to be reflected in lower fuel and other maintenance costs.

"We have installed your new 410 fiber-glass bus seats to our complete satisfaction in our new GM buses (shown at left). We have further expressed our judgment with an order for 209 buses. Accept our heartiest congratulations," Col. Edmunds concludes.

To cut costs and boost profits in your own operation, let an American Seating representative go over your seating specifications with you. He'll give you the benefit of all our years in making public seating. There is no obligation for this service.

AMERICAN SEATING

GRAND RAPIDS 2, MICHIGAN

Branch Offices in all Principal Cities. Manufacturers of Transportation, School, Theatre, Auditorium, Church, Stadium Seating; and Folding Chairs and Tables.

US®

AXLE SHAFTS

Every U.S. AXLE SHAFT takes more punishment, gives more service because modern, proved hardening processes in its makeup produce up to *five times greater resistance* to road shock, stress and strain. Only heat-treated fine alloy steels are eligible for this extra toughening and U.S. precision engineering. They fill the nation's No. 1 demand for replacement axles for every passenger, commercial and heavy-duty vehicle.

Contact your U.S. AXLE JOBBER. He has the exact shaft to fit your needs.

WRITE FOR FREE VALUABLE GUIDE

"Causes and Prevention of Axle Shaft Failures"

—THE WORLD TURNS ON U.S. AXLES

THE US AXLE COMPANY, INC.

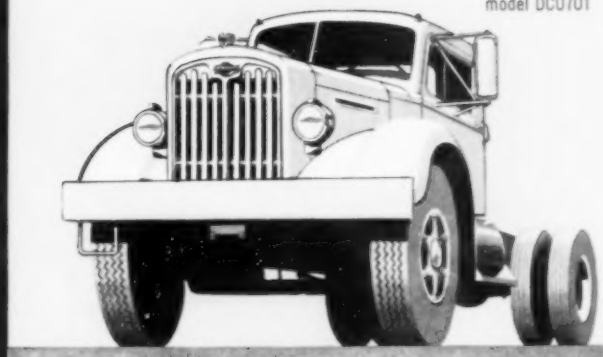
Since 1920 • Pottstown, Pennsylvania

MORE MPG* MORE MBO**

than any other engine in these famous-make tractors!

CUMMINS NH-180 FOR THE MIDWEST, EAST AND SOUTH!

CUMMINS



AUTOCAR
model DCU70T

HENDRICKSON
model BD410F (shown), and all other on-highway models

KENWORTH
model K-825 (shown), and all other on-highway models

*MORE MILES PER GALLON

The Cummins NH-180, when delivering maximum horsepower or maximum torque to the wheels of on-highway truck-tractors, uses less fuel per brake horsepower hour than any other comparable rig—*diesel or gasoline!*

Proven 4-valve Cylinder Heads assure better breathing coupled with sturdier construction. You get improved combustion, cooler operation permitting the highest power output with the most efficient use of No. 2 diesel fuel.

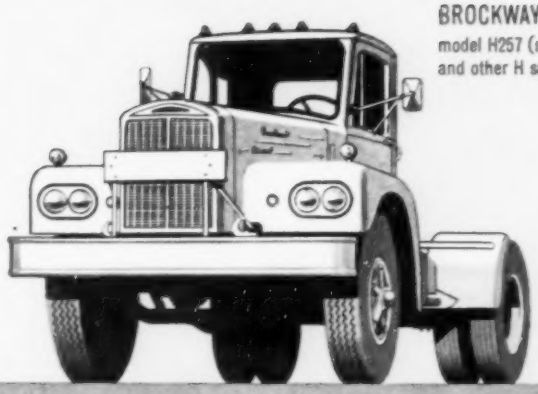
Further, Cummins PT Fuel System has 125-250 fewer parts to make it much simpler and more efficient than other systems. Cummins PT assures low-cost maintenance, high road availability and top fuel economy.

**MORE MILES BETWEEN OVERHAULS

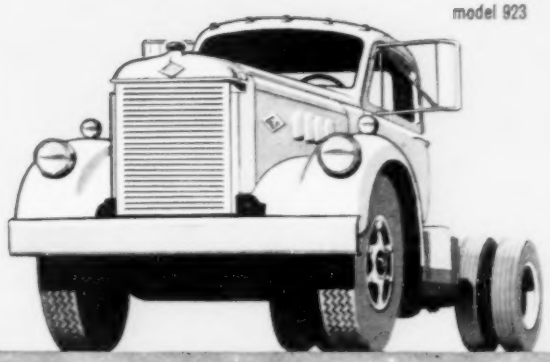
NH-180 components are identical to those in higher horsepower NH models. And the more powerful NH engines are averaging over 350,000 miles before a major overhaul! NH-180 components, under less stress, give even longer engine life.

Here's an important feature not available in many other diesels. One overhaul can double the life of the NH-180. Replaceable, wet-type liners mean new engine standards after rebuilds. You'll never have a heat problem either, since this type of liner has been a Cummins standard for years.

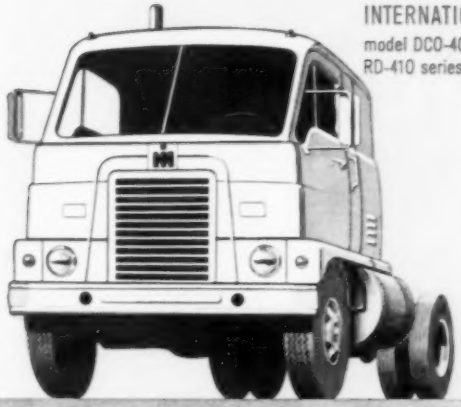
Cummins NH Diesels are the most specified diesels in American trucking. They have delivered more satisfactory miles than any other diesel—and bring higher value when sold or traded in. This is the performance you can expect from the Cummins NH-180.



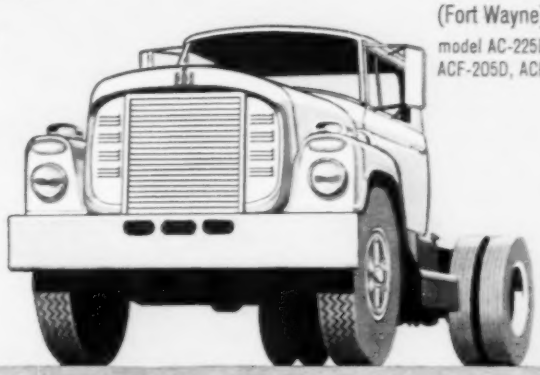
BROCKWAY
model H257 (shown), and other H series



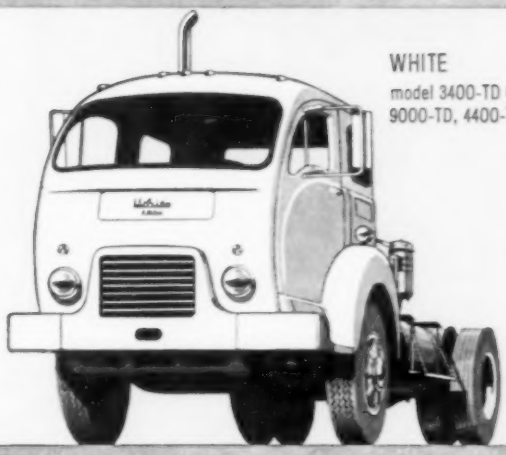
DIAMOND T
model 923



INTERNATIONAL (Emeryville)
model DCO-405 (shown), RD-410 series, RD-405 series



INTERNATIONAL (Fort Wayne)
model AC-225D (shown), ACF-205D, ACF-195D



WHITE
model 3400-TD (shown), 9000-TD, 4400-TD

WHITE-FREIGHTLINER
model WF6342T (shown) and all other on-highway models

The NH-180 is standard or optional power in over 50 on-highway tractors! This means you can have economical diesel power in your favorite tractor model and style. See your Cummins Distributor or truck representative for more details.

Cummins Service is even easier to get! Now, nearly 400 service points are located throughout the United States and Canada. This makes Cummins the largest network devoted exclusively to diesel service!

CUMMINS ENGINE COMPANY, INC.
COLUMBUS, INDIANA

EXPORT — CUMMINS DIESEL EXPORT CORPORATION — COLUMBUS, INDIANA, U. S. A. — CABLE: CUMDIEX
OVERSEAS FACTORY — CUMMINS ENGINE COMPANY LIMITED — SHOTTS, LANARKSHIRE, SCOTLAND — CABLE: CUMSCOT SHOTTS TELEX

America's Lowest-Priced Pickup!

At last! a truly economical truck!

New Studebaker Scotsman Pickup!

Big savings for *you* is the most desirable feature of this new Studebaker ½-ton pickup.

Here's why this totally different vehicle offers you a new concept of fleet operating economy. Scotsman savings start with the lowest list price of any pickup . . . check Studebaker and you'll see! And overall economy plus the unequalled performance of America's most efficient L-head "6" engine continue to save for you every day of the year.

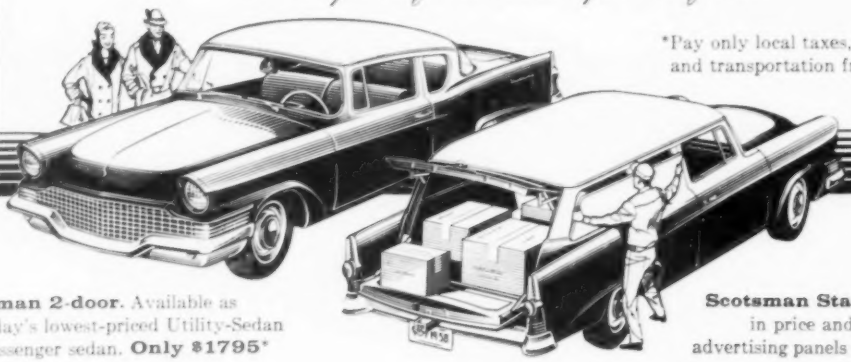
The Scotsman is lowest in price! Yet, it retains all of Studebaker's traditional value and craftsmanship. You get the widest clear-floor pickup box of any truck—the strongest box with special features not offered by others!

Functional design assures you of low maintenance costs and minimum down-time. And there's long life built into its rugged chassis. All this means more truck when you buy—plus value when you trade!

Studebaker-Packard
CORPORATION

Where pride of Workmanship comes first!

*Pay only local taxes, if any, and transportation from South Bend



Scotsman 2-door. Available as today's lowest-priced Utility-Sedan or 6-passenger sedan. **Only $1795***

Scotsman Station Wagon. It's lowest in price and available with removable advertising panels as shown. **Only $2088***

NO. 1 STOP SIGN FOR AMERICA'S TRUCKERS

FLEET OWNER

SECTION

9

Films and Courses To Aid in Training

Sure, you're forced to hire some green hands to fill the gaps in your ranks. Everyone is these days. And this means you're faced with the job of teaching them their jobs. A lot of fleetmen have complained that they don't have the time to do a really good job.

But there is a wide variety of films and courses offered by manufacturers to fill your new employees in on what they're supposed to do. This section will tell you what resources you have to draw on.

There are over 60 new films . . .

. . . that have come out in the last few years for use in fleet training. These have been carefully selected for their quality and content. Brief descriptions tell you what each covers, give you the address to contact if you have a need for them.

Current courses are described . . .

. . . that can take your training problems out of the shop, allow you to get your men trained without taking up your own time. The listing gives you dates, places, costs and the names of the manufacturers responsible.

This section begins on next page

Films To Pep Up Your Training

CATEGORY	TITLE	Minutes Running Time	Color Film	With Sound
AUTOMOTIVE FUNDAMENTALS	Automatic Transmissions	10		X
	Car is a Woman	14	X	X
	20,000 Volts Under Hood	12	X	X
LABOR RELATION	Arbitration	30		X
	You and Labor Law	30	X	X
MAINTENANCE	Air Brake	30	X	X
	Automotive Wheel Bearings	20	X	X
	Care of the Car	13	X	X
	Gentlemen Be Seated	13½	X	X
MATERIAL HANDLING	Fairfax and Fork Trucks	24		X
	Here's Your Work Saver	15		X
	It's Your Money	38		X
	Keeping Pace	18	X	X
	MH In Receiving, Warehousing, & Shipping	24	X	X
	MH Newsreel, Issue #4	20		X
	MH Newsreel, Issue #2	12	X	X
	Material On Move	30		
	One Man Gang			X
	Pallet System of Case Handling	10		X
	Pay Load Pays Off	25		X
	Powered Industrial Trucks	27		X
	Safety Saves	25		X
PUBLIC RELATION	Alias the Killer	13		X
	America Moves Ahead	26	X	X
	As a Matter of Fact	5	X	
	Bus Driver	11		
	Engineering For Traffic Safety	6	X	X
	Freedom of American Road	27		X
	Highway Hearing	28½	X	X
	Highway Safety	7		
	Let's Get Out of Muddle	19	X	
	Motor Vehicle Administration	6	X	X
	Safest Way	20		
	Safety of School Bus	10		
	Tomorrow's Drivers	10		
	Uniform Traffic Laws	5½	X	X
	Wheels of Progress – Trucking	25	X	X
SAFETY AND DRIVING SKILLS	Accident Behavior	20		
	Always on Guard	10		
	Caution At Crossroads	10		X
	Chain Reaction	13		X
	Danger In Reverse	10		X
	Dark Daze	10		X
	Date With Death	14	X	X
	Day In Court	29		
	Driving At Night	10		
	Driving Economically	17		
	Driving in the City	13		
	Driving On the Highway	14		
	Driving Under Adverse Condition	13		
	For Whom Traffic Toll	13		X
	Human Factor in Driving	11		
	Impact	12		X
	Looking For Trouble	10		X
	Mind Your Manners	110		X
	On Impact	14		X
	Questioning Witnesses & Drivers in Accident Case	10		
	Split Second Survival	10		X
	Steering, Signaling, Braking	12		
	Too Close For Comfort	10		X
	Too Fast For Conditions	10		X
	What Happened?	10		X
	Wrong Side Suicide	10		X

HERE'S A BRAND NEW LIST OF FILMS not published in the 1957 Data Book. Keep your '57 and '58 Data Books for reference on films because each year we'll publish a completely new listing of recently released films.

Films are listed in a handy new way for quick reference; First, a chart divided into six categories (PR — Public Relations, SDS — Safety and Driving Skill, AF — Automotive Fundamentals, M — Maintenance, MH — Materials Handling, LR — Labor Relations).

In this chart at left, the columns next to each film title indicate how long the film runs, whether it's in color and whether it has sound. Prices of all films are available on request from the suppliers: Costs of buying films vary greatly, but all rental fees are reasonable.

Second, if the title in the chart looks like what you want, you can find a good thumbnail description of the film in the following pages. All descriptions are listed alphabetically according to the title of the film.

To get the film you want, write to the suppliers at the addresses given under the descriptions in the alphabetical listing. Please do not write to FLEET OWNER for films.

FLEET OWNER's editors have not viewed all the films in this listing, and therefore cannot make recommendations—but it's a good bet you'll find much to help you in personnel training and community public relations.

Catalog sources for the list were FLEET OWNER's film file and the 1957 supplement to the Educational Film Guide, 11th Edition, published by the H. W. Wilson Co. You can get additional information on all films by writing the Wilson Co., 950 University Avenue, New York 52, N. Y.

■

Accident Behavior. Step-by-step procedure to follow when involved in an accident—care of injured, hazards of fire, keeping accident from getting worse, legal responsibilities. *Audio Visual Center, Michigan State University, Lansing, Mich.*

And Public Relations Programs

Alias The Killer. Explains need for community traffic safety programs, elements of traffic safety and procedures followed by citizens in a hypothetical community. *PresTraf, 532 Pennsylvania Bldg, Washington 4, DC.*

Air Brake. Film illustrates the operation of components in both straight air and air-over-hydraulic systems. *Wagner Electric Co, 6400 Plymouth Ave, St. Louis 14, Mo, att: W W Dannenmaier.*

Always on Guard. Describes common emergency situations in highway driving. Usable with or without classroom driver-training device. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

America Moves Ahead. Explains contribution of the moving industry to country's economic progress. Shows behind-the-scenes information on operations of long-distance movers. *Allied Van Lines, Inc, 25 Ave & Roosevelt Rd, Broadview, Ill.*

Arbitration. Authentic film record of an actual unrehearsed arbitration session between SKF Industries and the United Steelworkers of America. Purpose is to show how each side in a typical dispute presents its case before impartial board of selected arbitrators. *American Management Assn, 1515 B'wy, New York City.*

As a Matter of Fact. Need for and role of community traffic safety organization. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Automatic Transmissions. Shows the proper use of all types of automatic transmissions. *Ford Motor Co, Film Library, American Rd, Dearborn, Mich.*

Automotive Wheel Bearings. Four separate films dealing with care, handling, replacement of five basic types of ball and roller bearings. Titles: "An introduction to five most popular types of wheel bearings"; "Recommended practices for the care and handling of ball and roller wheel bearings"; "Recommended practices for wheel bearing adjustment"; "Recommended practices for inspecting and replacing non-separable and non-adjustable wheel bearings." *Fed-Mogul Service, 11031 Shoemaker Ave, Detroit 13, Mich.*

Bus Driver. Long-distance bus driver's work dramatized in boy's cross-country bus trip. Duties of bus driver as to driving hazards, passengers, bus maintenance. Principles of safe driving; aids to safety and efficiency in highway construction. *Audio Visual Center, Michigan State University, E. Lansing.*

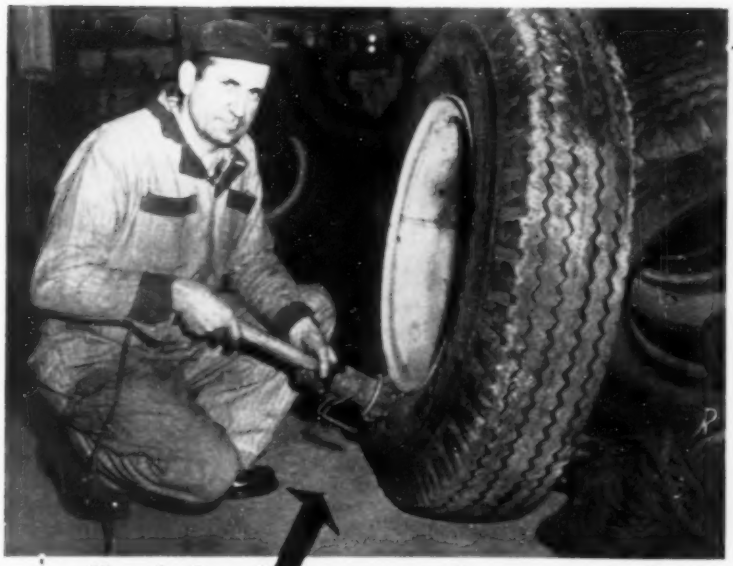
Car is a Woman. Explains what makes a car run, how to care for an automobile's sensitive cooling system, and how to get best performance from a car in winter or summer. *Modern Talking Picture Service, Inc, 3 E 54 St, New York 22, N Y.*

Care of the Car. Checks on oil, battery, lights, and tires; care of brakes and spark plugs; proper lubrication. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Caution at the Crossroads. Depicts graphically the hazards encountered by commercial drivers at intersections and explains how to avoid them. *Vogue Wright Studios, 469 E Ohio St Chicago 11, Ill.*

Chain Reaction. Shows how traffic discourtesy leads to traffic disaster—and how traffic courtesy leads to traffic safety. *American Transit Assn, 292 Madison Ave, New York 17, N Y.*

Continued on page 200



Here's how to get tire protection!

THE EVERHOT TIRE BRANDER is the only method of marking your tires permanently to permit tracing and enable you to keep track of every tire. Start branding today. Be sure that you get full value out of every tire.

Remember that a single year of high tire loss can put a big hole in your earnings. Prevent its happening to you. Write for details and free sample of tire mileage record forms.

CUT TIRE COSTS By BRANDING

● Many fleet owners are protecting their tire dollars with the Everhot Tire Brander. They get the benefit of all six points listed. It pays every day.

1 Know the exact mileage you get on each tire.

2 Know the cost per mile of every tire in service.

3 The EVERHOT Tire Mileage Record System gives you complete details on each tire.

4 You combine the EVERHOT System of branding and record keeping. You know at a glance where and how your tire costs can be reduced.

5 It's simple to check every tire in storage once they are branded.

6 Branding and record keeping assures your receiving full use of every dollar invested in tires.

EVERHOT MFG. CO., MAYWOOD, ILL.

BIG NEWS
in short cabs

NEW Up to 205 diesel h. p. in a low C.O.E.

Now, *for the first time*, there's a low-silhouette Mack C.O.E. with a range of large-capacity, high-performance engines—gasoline or diesel—up to 205 diesel horsepower. It's the new Mack Model N—less than 83 inches from bumper to cab back. These tilt-cab models combine short wheelbase with set-back front axles . . . feature Mack air shift and air-boosted hydraulic clutch . . . plus driver comfort, fume-free ventilation, safety, and advanced handling characteristics.

Model N trucks offer ideal 1/3:2/3 weight distribution, and the ultimate in panoramic vision, parking and entry-exit ease.

Model N tractors take bonus-length trailers within legal limits; permit ideal gross weight distribution for maximum legal payloads.

New Mack Model N—less than 83" B.B.C.

Now Mack offers you the most complete line of compact trucks and tractors in the heavy-duty class. With Macks, now you get—

Conventional or C.O.E. cabs—high or low silhouette. Gasoline or diesel engines up to 205 h. p. turbocharged diesels. The Mack transmissions, brakes, frames and axles that best fit your operation. A choice of front axle location that gives you your most favorable weight distribution. Four-wheel models or six-wheelers with the famous Mack Balanced Bogie.

Every one of these brand new Macks is a compact cost-reducer that will step up the tempo, run up the earnings in your operation. See your model —soon—in Mack branch and distributor showrooms. Mack Trucks, Inc., Plainfield, New Jersey. In Canada: Mack Trucks of Canada, Ltd.

NEW look in a proved performer

Less than 67 inches from bumper to cab back without sleeper cab, under 81 inches with integral sleeper cab, the famous Mack Model H is designed to pull maximum-length trailers in bridge-formula areas. Higher-built for road-commanding vision, the clean, functional design of Mack Model H has been restyled for even better looks and faster maintenance. Offers Mack diesel engines up to 205 h. p., ideal gear ratios and full tilt-cab accessibility.

NEW compactness in a conventional design

Only 89" from bumper to back of contour cab, this B-type Mack handles 35-foot standard square-nosed trailers within 45 feet overall. Despite remarkable foreshortening, this new tractor preserves the clean accessibility of all Mack power-plants. Maintenance routines, even major overhauls, are easily accomplished without removing engine. Yet you get roomy comfort, fast and easy maintenance, and the exclusive Mack unitized construction.

New Mack Model H—less than 67" B.B.C. **New Mack Model B-67 —89" B.B.C.**

MACK *first name for* TRUCKS

Training Films . . .

Continued from page 197

Danger In Reverse. Points out that much backing could be avoided through planning, but when necessary three simple steps can be followed. *Vogue Wright Studios, 469 E Ohio St, Chicago 11.*

Dark Daze. Demonstrates how safe driving at night can be done. *Vogue Wright Studios, 469 E Ohio St, Chicago 11.*

Date With Death. Presents incidents in an Iowa highway patrolman's working day, emphasizing the things every driver can and must do if the highway accident and death rate is to be kept under control. *Iowa State University, Iowa City, Iowa.*

Day in Court. Effective method of encouraging safer driving. Stresses courtesy. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Driving At Night. Recommends mastery of fundamentals of good driving in daylight. Limited visibility and fatigue as hazards of night driving. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Driving Economically. How to get most miles per dollar in operating car. Driving habits determine expense on engine wear, clutch, brakes, tires and gasoline. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Driving in the City. Need for constant attention and complete control of car. Correct driving speeds; use of lanes; passing in city traffic; making turns. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Driving on the Highway. Emphasizes sharing road, watching for pedestrians, warning signs, and clues to other people's actions. *Audio Visual Center, Michigan State University, E Lansing.*

Driving Under Adverse Conditions. Explains importance of reduced speed and control of car at night under all conditions. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Engineering For Traffic Safety. Explains that engineering for traffic safety involves roads, traffic operations, and vehicles. *PresTrat, 532 Pennsylvania Bldg, Washington 4, DC.*

Fairfax and Fork Trucks. Pictorial study of modern material handling methods employed by representative companies in the Fairfax industrial district, Kansas City, Kansas. Film includes diversified methods and techniques. *Clark Equip Co, Battle Creek, Mich.*

For Whom the Traffic Toll. Explains human failures that cause accidents; some simple protective measures that can prevent injury; some improvements to increase safety. *Purdue University, Lafayette, Indiana.*

Four Steps to Safety. Cartoon-style film covers areas of mechanical troubles found by ICC road checks. Aimed at mechanics and shop personnel. 1958, 20 min, color and sound. *Socony Mobil Oil Co, Inc, 150 E 42 St, New York 17, or American Trucking Assns and state member groups.*

Freedom of the American Road. Explains how private citizen can help promote needed highway, traffic and safe driving improvements in his community, and how many communities are helping to solve their own traffic problems. *Ford Motor Co, Film Library, American Rd, Dearborn, Mich.*

Gentlemen, Be Seated. Explains how driver fatigue contributes to truck accidents, shows that a major factor in reducing fatigue is driver seat. *Modern Talking Picture Service, Inc, 3 E 54 St, New York 22, NY.*

Here's Your Work Saver. Shows several types of Worksaver electrical powered trucks. *Yale & Towne Mfg Co, 11000 Roosevelt Blvd, Philadelphia 15, Pa.*

Highway Hearing. Designed to further the public's understanding of aims and benefits of Federal Interstate Highway program. *Dow Chemical Co, Midland, Mich.*

Highway Safety. Out-dated highways and high accident rates call for action. Engineering for more adequate parking and road marking; establishment of driver education classes, uniform signals, marking codes, inspection of vehicles. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Human Factor in Driving. Explains effect of fatigue and emotional stress. Puts emphasis on mental and physical limitations rather than mechanical skill. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Impact. Summarizes seven years of research and experimentation on automobile collisions. Stop-action high speed photography is used to provide clear insight into injury-producing agencies associated with collision. *University of California, Educational Film Sales Dept, U. Extension, Los Angeles.*

It's your Money. Deals with electric in-

Continued on page 202

THE B & J TIRE CHANGING KIT

SIZES 20" 22" 24"
FITS BUDD & SPOKE WHEEL RIM
SOLD TO U.S. ARMY ORDNANCE
GUARANTEED CONSTRUCTION

Tire stand 18.95

SPECIAL DISCOUNTS TO FLEETS

bead breaker 8.95

Jobber inquiries invited

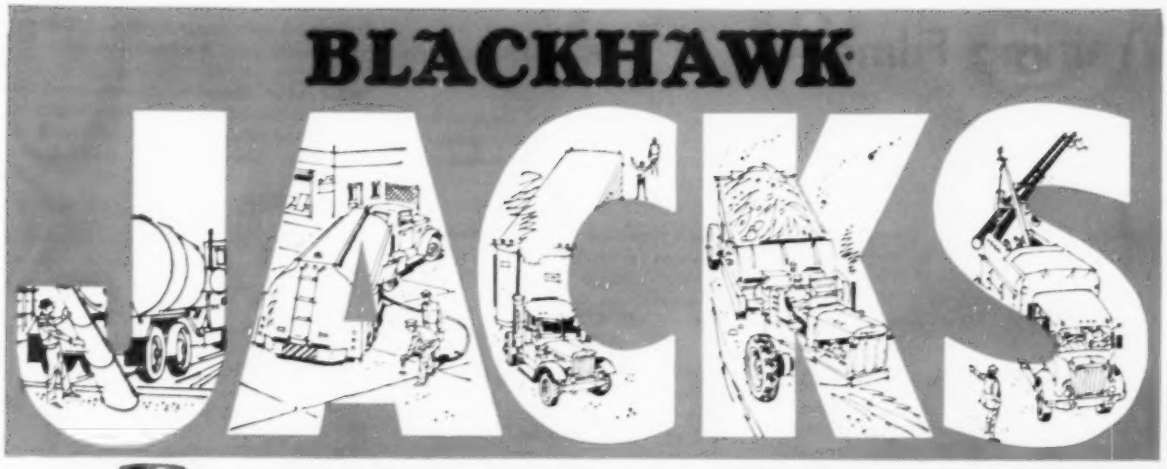
EASIER • FASTER • SAFER

LIGHTWEIGHT — PORTABLE • CUTS TIME — DANGERS — DAMAGES • ECONOMICAL FOR FLEETS AND SMALL OPERATORS

THE B & J TOOL CO.

POUGHKEEPSIE NEW YORK

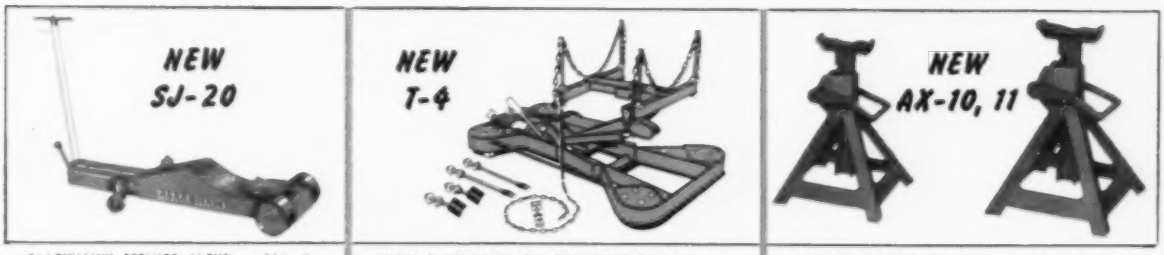
BLACKHAWK JACKS



lift the GIANTS

BLACKHAWK HYDRAULIC HAND JACKS 1½ through 20 tons; *Heavy-Duty Jacks* 30 through 100 tons. *EA-11* 20-ton "giant-tamer" shrugs off grueling service. *D-8.7* 12-ton popularity leader you'll use everywhere! *CB-9* 8-ton over-the-road traveler hustles breakdowns along faster, safer . . . plenty more to choose from. *Porto-Power*, world's most complete hydraulic body jack line! Ideal for body, truck reconditioning. Only Porto-Power offers more ways to push and pull, easier, faster setups! A complete family of rams, spreaders and matched attachments for every body job.

...baby your service budget!



BLACKHAWK SERVICE JACKS — 1½, 2, 4, 10 and 20-tons. Easy-to-spot, sneaks under lowest axles. "Ten-Tonner" handles everything that rolls!

NEW BLACKHAWK T-4 TRANSMISSION JACK — one of a complete line of four models. ½ and 1-ton capacities. T-4 and *one man* easily handle *all* makes of truck transmissions!

BLACKHAWK RED STALLION — AX-2, 5, 7 and 10-ton garage horses or trestles. No accidental release, load-locked handles. Non-tipping. Sure-grip safety saddles.

Here's *proof* that Blackhawk delivers the *biggest* savings in service! For the 26th consecutive year, Bus Maintenance Efficiency Award winners have standardized on Blackhawk jacks!

Follow the lead of these winners! Slash *your maintenance* costs to the bone. Maintain every rig, large or small — faster easier! Select from Blackhawk's most complete line of hydraulic jacks, 1½ to 100 ton capacities. There's a job-matched Blackhawk to do it better *every time!*

Call your automotive jobber now! He's waiting to give you a personal demonstration.

WORLD'S LARGEST MANUFACTURER OF HYDRAULIC AND MECHANICAL JACKS

BLACKHAWK®

BLACKHAWK MFG. CO., Dept. J-738, Milwaukee 46, Wisconsin

Training Films . . .

Continued from page 200

dustrial trucks; shows basic types in operation in many different industries. *Yale & Towne Mfg Co, 11000 Roosevelt Blvd, Philadelphia 15, Pa.*

Keeping Pace. Discusses importance of fork trucks and their operation in industry; gives features of these trucks and how they keep pace with industry's demands. *Allis-Chalmers, Milwaukee, Wisc.*

Let's Get Out of the Muddle. Points out trouble spots in our highway system—crowded traffic in rush hours, narrow bridges, insufficient parking space, need for grade separations and overpasses, and need for concerted community action. *Audio Visual Center, Michigan State University, E Lansing.*

Looking for Trouble. On the premise that it is impossible to drive safely in an unsafe vehicle, this film was produced to accent need for systematic vehicle inspection by drivers. Shows how this should be done to assure proper maintenance. *Vogue Wright Studios, 469 E Ohio St, Chicago 11, Ill.*

Materials Handling in Receiving, Warehousing, and Shipping. Employs both live-action photography and animation. Shows example of actual material handling problems in a wide variety of fields. *General Electric Co, Schenectady 5, NY.*

Materials Handling Newsreel, Issue No. 4. Shows diversified modern material handling methods and equipment in six installations. *Clark Equip Co, Battle Creek, Mich.*

Materials Handling Newsreel, Issue No. 2. Scenes of loading and unloading highway trucks and railroad flatcars in yard of a manufacturing plant; loading operations of a heavy forklift truck into a cargo aircraft; and demonstration of Clark Hi-Lo Stack forklift. *Clark Equip Co, Battle Creek, Mich.*

Material on the Move. Presentation of industrial forklift trucks in operation at International Harvester Tractor Works. Shows cost cutting material handling at work with important savings outlined. *Yale & Towne Mfg Co, 11000 Roosevelt Blvd, Philadelphia 15, Pa.*

Motor Vehicle Administration. Points out need for sound driver licensing and motor-vehicle inspection. Includes animation and charts. *PresTraf, 532 Pennsylvania Bldg, Washington 4, DC.*

Mind Your Manners. Accents need for old-fashioned garden-variety courtesy on part of driver, which will result in greater safety on the road. *Vogue Wright Studios, 469 E Ohio St, Chicago 11, Ill.*

On Impact. New approach to automobile safety. Report on the effectiveness of new auto safety devices. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

One-Man Gang. Film on Material handling (mass handling). *Towmotor Corp, 1226 E 152 St, Cleveland 10.*

Pallet System of Case Handling. Covers complete handling of Coca-Cola cases on pallets on production line, in and out of storage, loading and unloading delivery trucks. *Yale & Towne Mfg Co, 11000 Roosevelt Blvd, Philadelphia 15, Pa.*

Pay Load Pays Off. How mechanical load handling and stacking reduces unit costs and automatically helps to lower prices. *Automatic Transportation Co, 100 W 87 St, Chicago 20, Ill.*

Powered Industrial Trucks. Deals with different types of powered industrial trucks and their uses. *Ideal Pictures, 233-239 W 42 St, New York City.*

Questioning Witnesses and Drivers in Accident Cases. Procedure for police interrogation of witnesses and drivers at scene of accident to obtain most effective testimony. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Safest Way. Community planning of safe walking routes for young school children. Demonstrates that proper planning cuts down on child pedestrian accidents. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Safety on School Bus. Factors important to safety on school bus. Reasons and rules for waiting at roadside, boarding, leaving bus; consideration for driver. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Safety Saves. Training and safety film for industrial operators, filmed at on-the-job factory and warehouse locations. Illustrates do's and don'ts of safe fork truck driving. *Clark Equip Co, Battle Creek, Mich.*

Split Second Survival. Demonstrates proper action in a number of typical emergency situations. *Vogue Wright Studios, 469 E Ohio St, Chicago 11.*

Steering, Signaling, Braking. Basic techniques of steering, signaling and braking. Drivotrainer film but suitable for general classroom showing. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Tomorrow's Drivers. Shows how principles of safe driving can be instilled in young children by starting traffic safety education in kindergarten and elementary school. How one community did this is narrated by James Stewart. Real traffic situations. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Too Close for Comfort. Concerned with tailgating, a practice conducive to accidents, and one which brings condemnation on the trucking industry. Tells how and why bumper riding should be avoided. *Vogue Wright Studios, 469 E Ohio St, Chicago 11.*

Too Fast for Conditions. Reveals that unsafe speeds may often be below legal speed limit. Drivers learn how darkness, bad weather, and heavy traffic must always be considered in judging safe driving speeds. *Vogue Wright Studios, 469 E Ohio St, Chicago 11.*

"20,000 Volts Under the Hood." Shows with illustrations the internal construction and operation of a battery, distributor, and ignition coil; explains in non-technical terms how these units work together to make up ignition circuit in modern automobile. *General Motors Corp, Anderson, Ind.*

Uniform Traffic Laws. Explains importance of uniform traffic laws from state to state, and shows how differences in such laws can contribute to accidents. *PresTraf, 532 Pennsylvania Bldg, Washington 4, DC.*

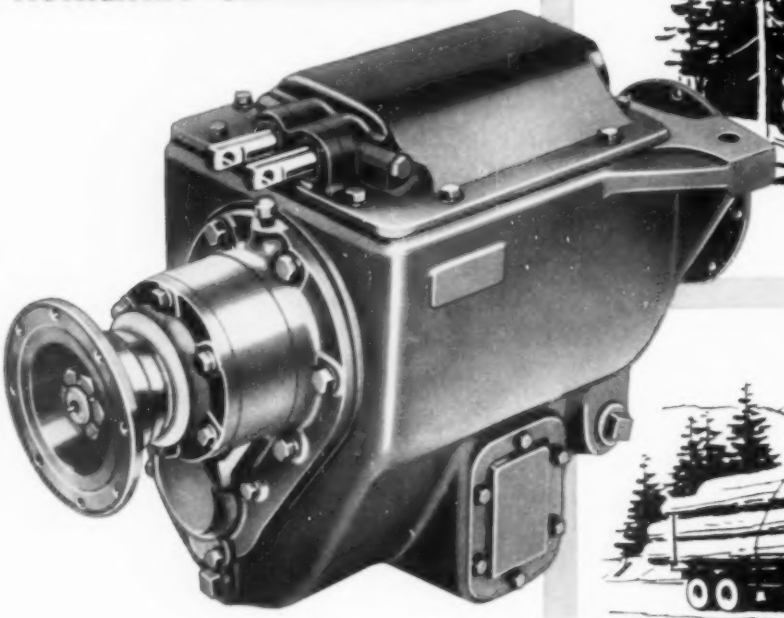
What Happened? Explains ABC's of accident reporting, showing nine essential steps a driver should take at accident scene. *Vogue Wright Studios, 469 E Ohio St, Chicago 11, Ill.*

Wheels of Progress—Trucking. A documentary of highway freight transportation showing all phases of scheduled cross-country freight operation. *Audio Visual Center, Michigan State University, E Lansing, Mich.*

Wrong-Side Suicide. Andy Meyers takes a test drive with a driver who had become involved in an accident because he crossed the center line. Right way to overtake and pass another vehicle pointed out. *Vogue Wright Studios, 469 E Ohio St, Chicago 11.*

You and Labor Law. Describes history, purpose and principles underlying our present labor laws, shows how they work in action. *Employers Labor Relations Inf Committee Inc, 33 E 48 St, New York City.*

SPICER 4-SPEED
AUXILIARY TRANSMISSION



Shift down deep for off-road power . . . Split your ratios for highway speed

Now . . . with the Spicer 4-speed auxiliary transmission . . . you have the right ratio for every grade on and off the highway.

At your fingertips . . . in the same gearbox . . . there's a deep underdrive for added pulling power *and* a splitter ratio that brings you up to speed faster. Using the added splitter gear avoids engine lugging under almost any condition . . . makes it easier to keep engine RPM in the most efficient range for greater fuel economy.

For convenience in gearing up, the Spicer 4-speed auxiliary is interchangeable with present 3-speed auxiliary transmissions. You won't need to change companion flanges or drive line length and you can use the same shift lever controls.

The Spicer 4-speed auxiliary transmission is also offered with a top-mounted power take-off capable of transmitting full engine torque.

The Spicer 4-speed auxiliary transmission can also be supplied with an aluminum case weighing 80 pounds less.

For further specifications, write the Dana Corporation, Toledo 1, Ohio and mention the vehicle you're planning to gear up.

DANA Spicer

DANA CORPORATION • Toledo 1, Ohio

DANA PRODUCTS Serve Many Fields:

AUTOMOTIVE: Transmissions, Universal Joints, Propeller Shafts, Axles, Powr-Lok Differentials, Torque Converters, Gear Boxes, Power Take-Offs, Power Take-Off Joints, Clutches, Frames, Forgings, Stampings.

INDUSTRIAL VEHICLES AND EQUIPMENT: Transmissions, Universal Joints, Propeller Shafts, Axles, Gear Boxes, Clutches, Forgings, Stampings.

AVIATION: Universal Joints, Propeller Shafts, Axles, Gears, Forgings, Stampings.

RAILROAD: Transmissions, Universal Joints, Propeller Shafts, Generator Drives, Rail Car Drives, Pressed Steel Parts, Traction Motor Drives, Forgings, Stampings.

AGRICULTURE: Universal Joints, Propeller Shafts, Axles, Power Take-Offs, Power Take-Off Joints, Clutches, Forgings, Stampings.

MARINE: Universal Joints, Propeller Shafts, Gear Boxes, Forgings, Stampings.

Many of these products manufactured in Canada by Hayes Steel Products Ltd., Merritton, Ont.

R. R. WYNNE, GEORGIA HIGHWAY EXPRESS, INC., reports:

"Nylon cord tires last 82% longer than ordinary tires on grueling, high-speed runs"

CUT ROAD DELAYS 50%. "Frequent road delays and tire repairs cost us plenty before we switched to nylons—especially on runs like the one shown here. With nylon cord tires, road delays are cut in half and the average mileage life of our tires is 82 per cent higher. The truck in the picture hauls maximum-weight loads of 44,000 pounds, 24 hours a day, at speeds up to 50 miles per hour. Heat damage and flex strain kill ordinary tires that get that kind of treatment—but not nylons.

COST PER MILE ALREADY DOWN 11%. "Most of the nylon cord tires we've purchased are still accumulating mileage after four recaps! Nylon resists bruise damage; moisture can't rot nylon. Advantages like that help lower the cost per mile, and ours has decreased 11 per cent since we began using nylon cord tires in 1953."

PROVE TO YOURSELF that the advantages of nylon cord tires can add up to real savings under your road and load conditions. Ask your dealer about nylon cords today. Du Pont makes the tough, long-lasting nylon. Nylon cord tires are available from all tire makers.

Du Pont nylon for tire cord

DU PONT

REG. U.S. PAT. OFF.

BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY

THE SAFEST, STRONGEST TIRES ARE MADE WITH NYLON

Outside Training—One Way to Improve Your Shop Techniques

ANY FLEET that maintains its own shop has the problem of training and refresher-training for mechanics and shop managers. Equipment, tools and instruments change. Here's a good way to keep up with the latest methods.

Vehicle and equipment manufacturers sponsor training courses for fleet men. Specialized instruction in maintenance and overhaul, by the manufacturer, can increase your shop efficiency. Described below are 34 training programs on a variety of subjects.

Many of the courses are free—even providing room and board—and others charge only a nominal amount. Some are mobile, can be conducted in your shop.

In all cases, the manufacturer's local dealer should be contacted. He will help you make arrangements and get full information.

Air Suspension

Theory, disassembly, inspection, assembly, maintenance and trouble-shooting of air suspension as used on GMC trucks. 1 day. *General Motors Corp.**

Body Sealing

Sealing truck and bus bodies against dust and water, using manufacturer's product. Classes, 3 to 8 hours held on your premises. No cost. *Rubber-Seal Products Co, Inc, 29-42 W. Apple St, Dayton 2, Ohio.*

Brakes

Brake-service training courses offered at plant and in 27 complete mobile units. Either available on request. *Ammco Tools, Inc, Commonwealth Ave, North Chicago, Ill.*

• All phases of brake service—classroom and actual experience. Open to any mechanic. 4 days. Cost: $18.00 plus accommodations. Available in St. Louis, Los Angeles, and Miami. Write *Barrett Equipment Co, 2101 Cass Ave, St. Louis 6, Mo.*

• Air-brake operation, service and maintenance—open to anyone enrolled by a fleet owner. 32-hr course at the company, and 2 to 24-hr mobile course, held at your plant. No cost. Write *Technical Service Manager, Bendix-Westinghouse Automotive Air Brake Co, Elyria, Ohio.*

• Complete brake-service course. One week, held in Bridgeport school and work shop. Given monthly. Also, field clinics, including film and lecture. Clinics arranged through local distributors. For school, contact *Raybestos Div, Raybestos-Manhattan, Inc, Bridgeport 2, Conn.*

• Basic fundamentals of braking, overhauling the foundation brake, actuating system and hydrovac, adjustment and trouble-shooting. 2-day course. *General Motors Corp.**

Bus Maintenance

Course on diesel design, hydraulic V-drive and Hydramatic transmission. No cost. Held at your convenience on your premises. *General Motors Corp.**

Carburetors

Theory, overhaul, inspection and adjustment of entire GMC carburetion line plus instruction on governors. 5 days. One to three carburetors covered in one and two-day classes. *General Motors Corp.**

Cooling Systems

Covers maintenance and antifreeze application. Two or three-hour sessions of lectures, films, and demonstrations available. No cost. Contact sales office in your area: New York City, Pittsburg, Atlanta, Chicago, Kansas City, Dallas and San Francisco. *National Carbon Co, 30 E 42 St, New York 17, N.Y.*

Electrical Systems

Jobber-sponsored course of five evening sessions covers fundamentals of components, practice in testing and adjusting. Electrical and magnetic theory discussed to acquaint mechanic with terms. Cost: $12.50. *King Electric Equipment Co, 9123 Inman Ave, Cleveland, Ohio.*

Electrical Testing Equipment

Field course covering principles of electrical testing, use of oscilloscope and engine tune-up. Specific information *Sun Electric Corp, 6323 N Avondale Ave, Chicago 31, Ill.*

Engines

Five-section course covers: (1) regulators, generators and starters; (2) distributors; (3) batteries and ignition circuit; (4) fuel systems and carburetion; (5) motor tune-up. Sessions, three hours each, scheduled once a week for five weeks. Throughout the nation. Cost: $30, including reference manual. For full information write *Allen Electric & Equipment Co, 2101 N. Pitcher St, Kalamazoo, Mich.*

• Course covering V-8 engine and engine tune-up offered throughout the year to International equipment users through district service supervisors. *International Harvester Co, Motor Truck Div, 180 N Michigan Ave, Chicago 1 Ill.*

• Two programs available: 2-day engine tune-up on all V-8 engines and a 4-day engine overhaul course on both 6-cylinder and V-8 engines. *General Motors Corp.**

Engines, Diesel

Two courses on Series "71" Diesels offered: 5-day course of theory, construction and overhaul of engine subassemblies; and 10-day course offering all the above, plus complete engine disassembly and rebuilding. *General Motors Corp.**

Engine Rebuilding

Engine rebuilding and brake-service procedures, use and care of automotive machine-shop equipment. 44 hours. Demonstrations, lectures, and operation of equipment. No cost for instruction. Scheduled for April and October. *Van Norman Automotive Equipment Co, 3640 Main St, Springfield 7, Mass.*

Fork lift Trucks

Three-week course covers maintenance and repair of gasoline and electric lift trucks. No cost. Classes start on April 13, July 6, September 7, November 30. Special classes for government and military personnel on August 3. For users of manufacturer's equipment, Tech-

Continued on page 208

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* *GMC Truck and Coach Division of General Motors Corporation offers instruction in the approved overhaul, maintenance and diagnosis procedures using the latest tools, equipment, and techniques. Courses are available, free of charge, to all service personnel sponsored by a GMC truck dealer or a GMC fleet operator. Classes are held at Training Centers in thirty major cities in the country. Students pay only for living expenses. For details on the courses, see your local GM Dealer or write GMC Truck and Coach Div, 660 S Boulevard E, Pontiac 11, Mich.*

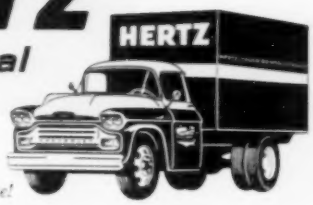
Your deliveries get on the road on time with The Hertz Idea

Whenever peak periods threaten to K.O. your delivery schedule, call Hertz. You'll get a clean, modern Chevrolet or other sturdy truck in a hurry! All your driver needs to take the wheel are a proper driver's license and identification. Low rates—by the hour, day or longer. In Omaha, Neb., for instance, a $1\frac{1}{2}$-ton van truck costs only $10.00 for 12 hours, plus 10 cents a mile, including all gasoline, oil and proper insurance. Rates vary slightly in different cities. Good idea: keep the telephone number of your local Hertz office handy! It's listed under "Hertz" in your alphabetical phone book. Hertz Truck Rental, 218 South Wabash Avenue, Chicago 4, Illinois.

Most experienced...by far

HERTZ

Truck rental



Hertz—the world's oldest and largest truck rental service—rents Chevrolets or other sturdy trucks in any size, any type!

Outside Training Courses . . .

Continued from page 206

niques taught are exclusive to equipment of *Clark Equipment Co, Battle Creek, Mich.*

• Repair and maintenance course with lectures, films, and practical work. Five days, 35-hrs. No cost, room and board provided. Techniques are restricted to manufacturer's products. Classes begin March 17, April 21, May 19, August 18, September 15, October 20, November 10. *Raymond Corp, Greene, N.Y.*

• Three-part package course suitable for refresher or beginner training with complete instructor's kit. Includes operation, maintenance and safety. Available from *Yale & Towne Manufacturing Co, Yale Materials Handling Division, Philadelphia, Pa.*

Four-Wheel Drive

Overhaul, maintenance and trouble shooting of the transfer case and front driving axle as applied to GMC 4-wheel drive trucks. One and a half days. *General Motors Corp.**

Painting

How to operate and service paint circulating systems, oil and water extractors, spray guns and compressors. Free, 5-day sessions held in Chicago beginning April 7, May 5 and June 2. *Binks Manufacturing Co, 3122 W Carroll Ave, Chicago 12, Ill.*

• Use, care maintenance and selection of spray painting equipment. For users of manufacturer's equipment. No cost. 40-hours of lecture, films, demonstrations and practical work. In Toledo. *DeVilbiss Co, 300 Phillips Ave, Toledo, Ohio.*

Power Steering

Two courses available: a 1-day program covering theory, disassembly, inspection, assembly, maintenance and trouble shooting on booster link-type power steering; 2-day course covers the above on in-line type power steering *General Motors Corp.**

Radiator Maintenance

Radiator cleaning, repairing and recoring, plus use and maintenance of equipment. One to two weeks depending on student's ability at welding, etc. Cost: $200, or no cost if equipment is purchased. Room and board additional. For information and list of tools required, write *Inland Manufacturing Co, 1108 Jackson St, Omaha 2, Neb.*

Rear Axles

This program can be given to cover one individual axle or the entire line. 5-days. *General Motors Corp.**

Transmission, Automatic

Two courses covering theory, maintenance, overhaul and adjustment of (1) 4 and 8-speed Hydra-Matic and (2) twin Hydra-Matic units. 5-days each. *General Motors Corp.**

• Select-O-Matic transmission courses offered throughout the year to equipment users through your motor truck district service supervisors. *International Harvester Co, Motor Truck Division, 130 N Michigan Ave, Chicago 1, Ill.*

• Course for mechanics covering theory, disassembly, inspection, assembly and adjustments on the Torqmatic transmission. Plus driving, maintenance and trouble-shooting of a Torqmatic equipped vehicle. 5 days. *General Motors Corp.**

Transmissions, Standard

Three phases of training: (1) Covers 3 and 4-speed and light-duty 5-speed transmissions; (2) all heavy-duty 5-speed transmissions; (3) all 8 and 10-speed Fuller Roadranger transmissions. Time depends on units covered. *General Motors Corp.**

Truck Maintenance

Schools covering preventive maintenance, tune-up, major repairs and other phases of service operation. Subject matter covered is selected by the fleet receiving the training. Classes held at garage of fleet account by company specialists. No cost to Ford fleet accounts, truck and passenger car. Contact Ford District Sales Office; Regional Sales Office; or *Ford Division, Ford Motor Co, Fleet Sales Dept, Dearborn, Michigan.*

• Five-day course at Cleveland, throughout the year, for maintenance management, preventive maintenance, shop operations, use of tools and testing equipment. No cost. Write T. W. Lauer, field service manager, *White Motor Co, 842 E 79th St, Cleveland, Ohio.*

Truck-Stop Use

Fundamentals of how to make best use of over-the-road facilities. One-day courses. Held at PureTruck Stations throughout the country. For information write *Special Outlet Development Dept, Pure Oil Co, Rm 1614, 35 E Wacker Dr, Chicago 1, Ill.*

Wheel Alignment

Alignment, balancing and frame straightening. 4-week course, including 10 days of practical service station work. Classes at Rock Island begin every two weeks. Open to any mechanic. Cost: $27.50 per week plus room and board. Write Mrs. Mildred T. Clark, *Bear Automotive Safety Service School, 2103 Fifth Ave, Rock Island, Ill.*

For explanation of the meaning of symbols used above, see p 206.

SAVE BRAKE AND TIRE WEAR

Eliminate Vehicle Down-Time

D-500 Boring Bar in use on rear brake spider. (Shown in use on demonstration stand.)

FOR USE ON BUS AND TRUCK SPIDERS AND SPINDLES

By removing the wheel only, boring bar will quickly and accurately rebore worn, distorted or egg-shaped brake anchor pin holes or brake cam shaft holes in the spider or differential housing of the load tube. Over-sized bushings are then inserted.

The D-500 Boring Bar can be used with the D-600 King-Pin Adapter to accurately and efficiently rebore the king-pin holes in the front steering spindle.

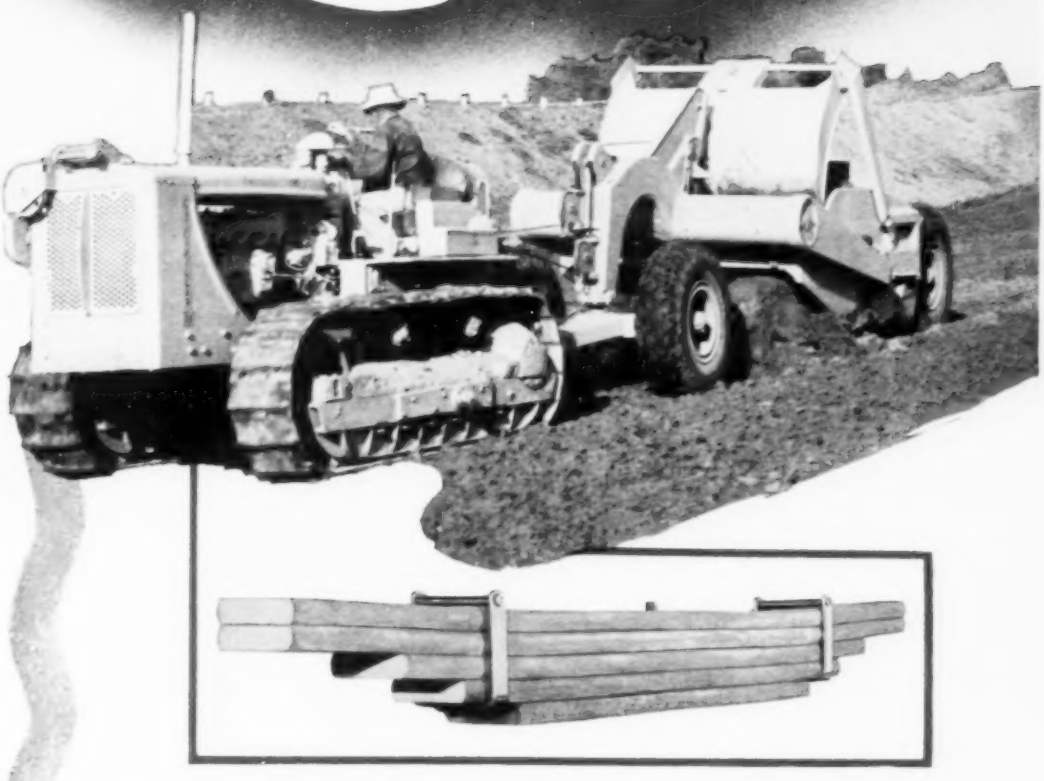
The Lucker line of Chadwick Service Tools is complete for the servicing of all GMC Hydraulic Transmissions of Type V, Model 90, and Model 91; servicing Diesel GMC Diesel Engines Series 71, Series 51, Series 110; and also body tools. Tools are of the highest quality and all orders shipped immediately from stock.

Service Tools for GMC Diesels

Write for nearest distributor and catalogue

LUCKER MANUFACTURING COMPANY
331 N. 4th Street, Phila. 6, Pa.

"Off the highway"



THERE'S something stupendous about the performance of these big earth moving machines . . . something incredible, even while you're witnessing their dauntless accomplishments.

Pioneer in track-type power, Caterpillar in 1954 observed its 50th year "on tracks". Because of the extreme requirements of their heavy, off-highway equipment, BURTON takes a special pride in supplying *springs* which contribute so vitally to Caterpillar performance. For no other type of service demands so much, or proves so well what BURTON SPRINGS can do.

Make YOUR spring requirements the subject of a BURTON engineering analysis. Write today. Send blueprints or sketches. Find out how BURTON springs can improve your product.

BURTON AUTO SPRING CORP.

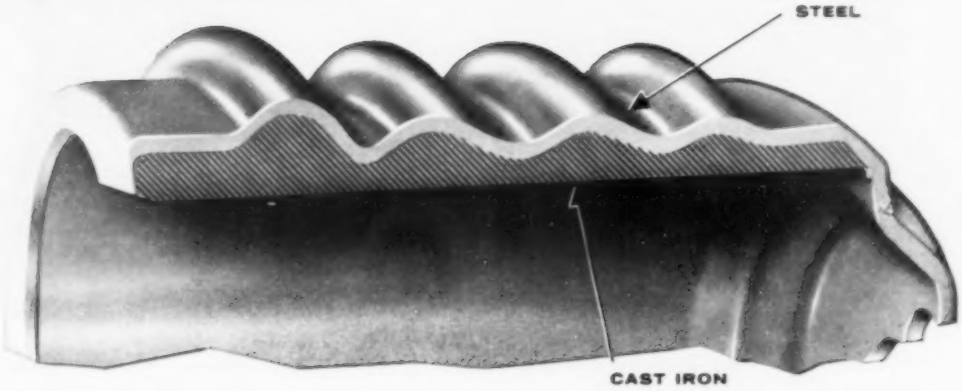
. . . Vital Support for the Automotive Industry . . .

WESTERN AVENUE AT FORTY-EIGHTH STREET • CHICAGO 32, ILLINOIS

25% LIGHTER

FIVE TIMES STRONGER

exclusive MOTOR WHEEL Centrifuse BRAKE DRUMS



more *payload* means more profit

Centrifuse brake drums are up to 25% lighter because high grade steel replaces conventional cast iron on the drum shell — yet they are five times stronger! Centrifuse drums give you more operating economy and greater payloads.

Centrifuse brake drums are not cast — they combine the advantages of cast iron and steel by fusing molten iron to a tough outer steel stamping by centrifugal force. Motor Wheel's exclusive Centrifuse process provides a drum that's better in every way . . . lighter, stronger, safer, cooler and better balanced.

Over 100 million Centrifuse brake drums have been in service without a single break or explosion — no need to install steel bands to protect against premature cracks. Specify "Centrifuse" drums for your rolling equipment.

WHEELS

HUBS

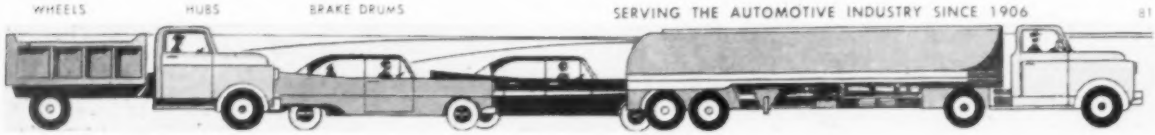
BRAKE DRUMS

Write for the FREE Brochure on Centrifuse Brake Drums

MOTOR WHEEL CORPORATION
Lansing, Michigan

SERVING THE AUTOMOTIVE INDUSTRY SINCE 1906

81



Schwerman Trucking Co., Milwaukee, Wisc., has more than 100 of these Model 9064T Whites serving cement users in various parts of the country.

Puts Road Construction on a Production Line Basis

You can almost set your watch by these husky White 9000's. They are in "production-line" service for Schwerman Trucking Company, of Milwaukee, Wisc., at big construction jobs where they need a steady flow of bulk cement to keep on schedule.

Dependable Whites—yes! But more than that, they get more work done—carry 2000 extra pounds of payload—and get an extra mile per gallon of fuel.

There's more than 2-million miles of Schwerman Service to prove it!

Whites really do a job! Why not investigate—now!

White
THE TRUCK THAT KNOWS YOUR BUSINESS!

THE WHITE MOTOR COMPANY • Cleveland 1, Ohio

For more than 55 years the greatest name in trucks

New "Jimmy" Diesel

the thriftiest ever!

New GM "71E" Diesel can cut gasoline engine operating costs in half—now available for any make truck 26,000 GVW and up

If you're using gasoline trucks for heavy hauling, almost any Diesel will cut your fuel costs—on the average about 3¢ a mile.

And this new free-breathing General Motors "71E" Diesel—with 4-valve head and new free-flow tip injector—is proving itself second to none on fuel mileage. But fuel savings are only part of the extra economy you get with a "Jimmy" Diesel. Consider these features also:

Longer Life—due to simplified, heavy-duty, 2-cycle design. Field experience shows that GM Diesels have longer and lower maintenance cost periods between overhauls than 4-cycle Diesels.

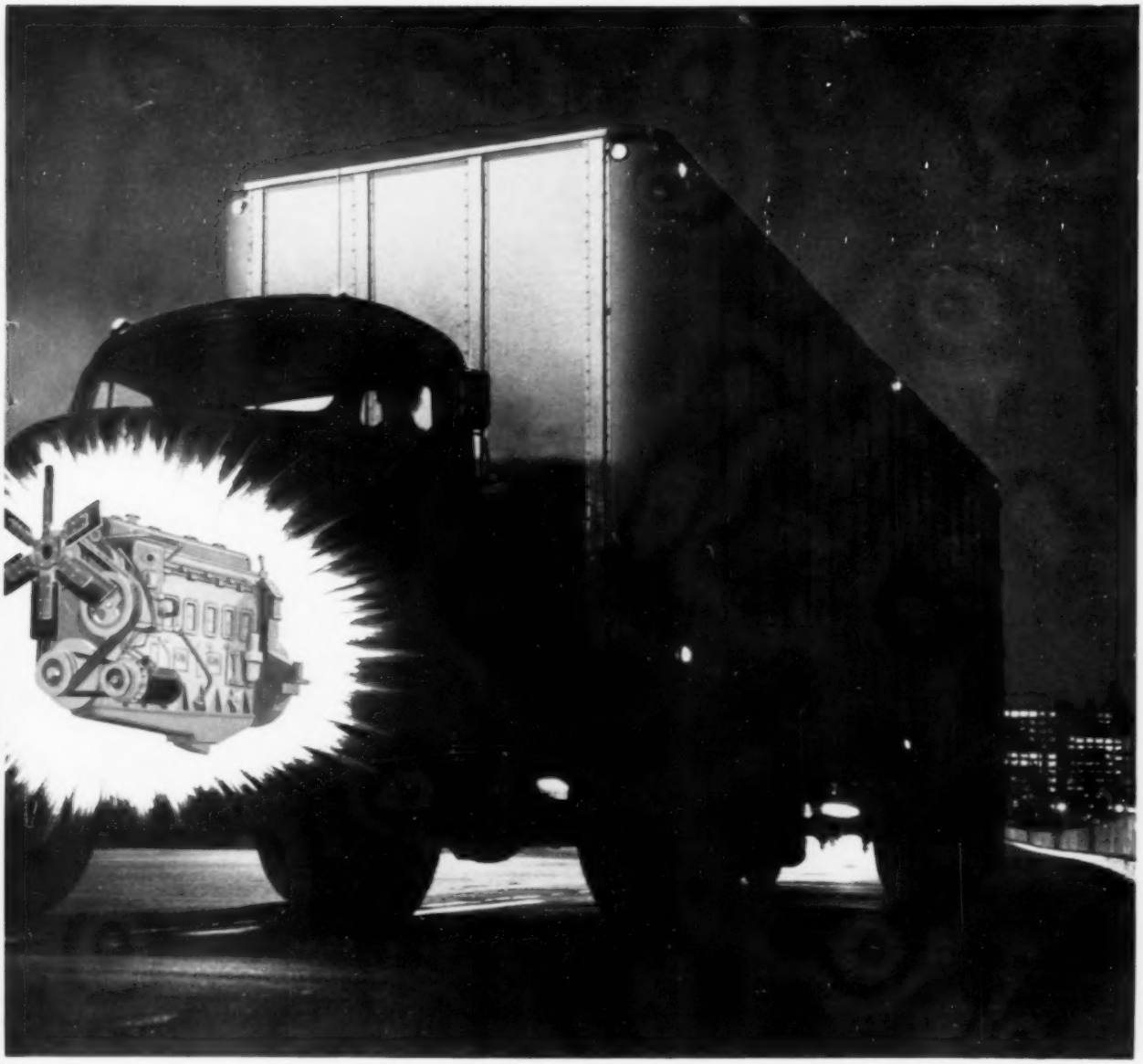
Easier Maintenance—because of their lighter-weight, parts-interchangeability features and the ready availability of unit subassemblies. Minor repairs or major overhauls can be made on a "Jimmy" in much less time than on other Diesels.

Lower Parts Prices—due to standardization, interchangeability and ultramodern manufacturing techniques. Price of piston assembly for a competitive 4-cycle truck Diesel is 63% higher than for a "Jimmy" Diesel. And you make similar savings on other GM Diesel parts, too!

Faster Response—the greater load acceleration of a "Jimmy" Diesel comes from its trigger-quick 2-cycle response, higher power-to-weight ratio and greater torque reserve.

Whether the truck you are now using is gasoline or Diesel—a GM

GM
GENERAL MOTORS
DETROIT DIESEL POWER



Diesel truck engine is your best way to cut operating costs.

Call your GM Diesel distributor about repowering present equipment. And when you're in the market for new trucks, be sure to ask for this great new GM "71E" Diesel–*it's the thriftiest on wheels!*

Now – more than ever – *it pays to standardize on GM Diesels*–available in 1485 applications of power equipment built by more than 175 manufacturers. Parts and Service *Worldwide.*

Here's how a "Jimmy" Diesel fits your truck

Load	Model	Horsepower
35-45,000 GCW	4-71E	140 gross HP @ 2100 RPM
40-60,000 GCW	4-71T*	171 gross HP @ 2300 RPM
50-76,800 GCW	6-71E	210 gross HP @ 2100 RPM
60,000 GCW and up	6-71T*	236 gross HP @ 2100 RPM

*New GM Turbopower Diesels–higher power with little increase in size or weight.

Write for illustrated brochure, *"A New Line of GM Diesel Truck Engines"*

GM 1908 · 1958

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Engine Division of General Motors, Detroit 28, Michigan

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Regional Offices: New York, Atlanta, Detroit, Chicago, Dallas, San Francisco *Single Engines . . . 30 to 300 H.P. Multiple Units . . . Up to 893 H.P.*

Guides to Good Management

Need ideas or data to improve your management, or lick a specific management problem? Check this selected list of U. S. government publications.

WHETHER YOURS IS a "big business' or a comparatively small operation, you'll find plenty of management ideas and information in these government publications. The seven sections include:

- *Background data.* Authoritative information on government regulations and taxes . . . business statistics that you may need for ready reference.
- *Executive.* Development of management potential . . . industrial and public relations.
- *Personnel.* Better employee utilization, hiring and orientation . . . performance appraisals . . . suggestions for handling problems such as excessive absenteeism and turnover of personnel.
- *Safety.* Accident-prevention on the job and on the road . . . definitions of motor-vehicle accidents.
- *Small business.* A group of publications keyed to the needs of small business: accounting, materials handling, executive development . . . Federal policies and programs.
- *Supervision.* The supervisor's job: how he can help control costs, make best use of his time . . . job training . . . a program for developing better supervisors.

Background Data

Accounting—Uniform system of accounts for Class I Common and Contract motor carriers of property (1952) 67 p. 25*c*. *IC 1 Mat. 6:P 94/2/952.*

Money—Know your money. How to recognize counterfeit, what to do about it, how to safeguard against forgeries of government checks. Enlarged pictures show difference between genuine and counterfeit (1951) 32 p. 15*c*. *T 34.2:M 74/951.*

Pensions—Regulations relating to employee pension, annuity, profit-sharing, stock-bonus plans (1956) 25*c*. *T 22.19 P 38.*

Size and weight—Transportation barriers in 20 states (19 states and District of Columbia). First part of a comprehensive study analyzing economic and related consequences of size and weight limits and third structure taxes—analyses based on field studies. Comparable information on remaining 29 states to appear subsequently (1957) 40 p. 25*c*. *A 1.82:157.*

Statistics—Business statistics 1957 biennial edition. Historical data for over 2500 series of commercial and official business indicators. 339 p. $2.00. *C 43.8/4:955.*

Statistics—County and city data book, 1956. Includes agriculture, bank deposits, births, deaths and marriages, city school systems; climate, dwelling units, electric bills; hospitals; manufactures; new dwelling units; population characteristics; retail and wholesale trade; services; telephones. For those needing reliable small-area information. $4.50. *(Order by name.)*

Taxes—Regulations relating to excise taxes on transportation of persons, Treasury Decision No. 6206. Provisions appearing in this pamphlet are a part of Facilities and Services Excise Tax Regulations under Internal Revenue Code of 1954 (1957) 28 p. 15*c*. *T 22.19:T68.*

Taxes—Highway motor vehicle use-tax regulations, Part 41 of Title 26 (1954) Code of Federal Regulations. Discusses tax on use of certain highway vehicles and administrative provisions of special application to tax on use of certain highmay motor vehicles (1957) 21 p. 15*c*. *T 22.19:H53.*

Taxes—Your income tax. Available toward end of year. (Revised annually, specify year desired.) 35*c*. *T 22.2 In 2/12.*

Executive

Developing management potential through appraisal panels. Values of the system and how to use it. Three appendixes provide diagram of system, account of typical appraisal-panel session, and discussion of relationship of system to performance ratings (1955) 15 p. 15*c*. *CS 1.54:8.*

Essentials of good management—better public service through better management. Stresses and evaluates essentials that require constant attention and improvement for maximum daily effectiveness. Principles represent proven techniques rather than theoretical application (1955) 36 p. 25*c*. *A 1.32:1.*

Industrial relations. Covers broad concepts and principles of industrial, public and personnel relations (1957) 209 p. $1.25. *D 208.11/2:In 27.*

Job engineering, modification of jobs for better utilization of manpower. Includes four parts: (1) general information on job engineering; (2) steps to be taken; (3) simplified procedures in place of full-scale studies; (4) examples of practices, and case histories (1954) 54 p. 40*c*. *D 101.37:39.*

Personnel

Better employee utilization through planned promotion programs. Guide to sound system to insure selection of best qualified employees for advancement (1954) 40 p. 30*c*. *D 101.37:51.*

Building better promotion programs. Prepared by Civil Service Commission, also applicable to private industry. Should prove helpful in developing effective program or evaluation of those already in operation (1952) 28 p. 15*c*. *CS 1.54:2.*

Employment interviewing. Types of interviews, selection and training of interviewers (1956) 103 p. 40*c*. *CS 1.58:5.*

Evaluating your personnel management. For use by staff members responsible for personnel program and its evaluation (1954) 88 p. 35*c*. *CS 1.54:6.*

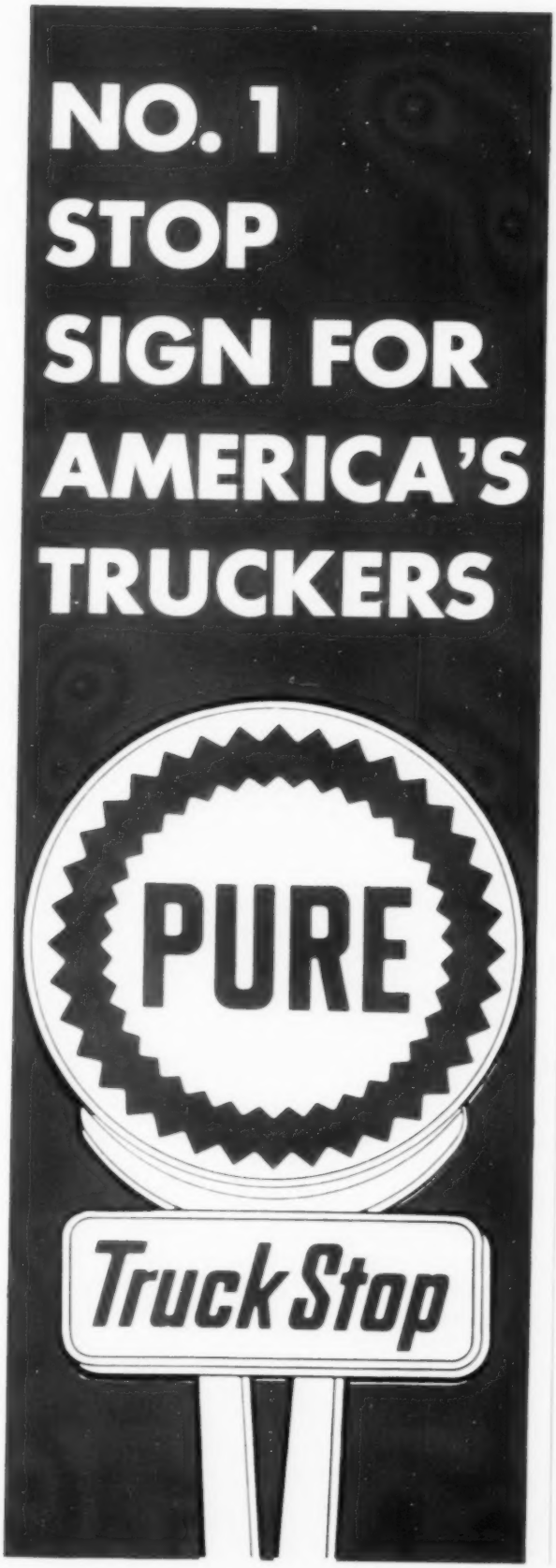
Handling behavior problems. Ways of stopping unacceptable behavior or channeling it into pattern with greatest benefit to sound relations (1954) 27 p. 25*c*. *D 101.37:41-B-33.*

Handling employee dissatisfaction. Steps to prevent serious complaints and grievances from arising, and methods of handling those that arise (1954) 24 p. 30*c*. *D101.37:41-B-34.*

Improving orientation programs. Directed mainly to supervisors and personnel staff—to help employees do their best work after minimum period of adjustment (1955) 25 p. 15*c*. *CS 1.54:7.*

Performance appraisal and you, a handbook for employees. Prepared for

Continued on page 218



Four Tips on How to Train New Drivers

FOUR MAIN STEPS in a method for training new interstate drivers were outlined by Harry D. Chesney, Fleet Operations Manager for Western Auto Supply Co., speaking before a safety group of the Private Truck Council of America. To serve as an example of how the method would work, Chesney took the case of a tractor-trailer driver handling general dry freight on an interstate, multi-stop run. To break him in Chesney recommended that the operator follow these steps:

1 Start with a discussion . . .

. . . with the candidates for the job. This should cover company policies affecting drivers, the company's safety program, paper work which the drivers will have to handle, and general legal aspects of truck operation.

2 ICC regulations should be studied . . .

. . . and discussed. Every attempt should be made to clear up questions on the laws, the drivers' responsibilities, safety precautions, log books, and equipment inspections. Chesney pointed out that he has found it valuable to provide drivers with a printed list of items to check which gives standards of acceptability. The interstate commerce law only requires drivers to make a written report of vehicle defects.

3 The vehicle should be covered . . .

. . . by a session designed to familiarize the driver with his equipment. This can be handled by the maintenance superintendent or manufacturer's engineering representative. The object is to give the driver at least a layman's understanding of what each component is designed to do, how to make it do it, and what it is not supposed to do. A check list would help here too, to make sure all components are covered.

4 Tests and practice should start . . .

. . . with a classroom session, Chesney recommends. Models can be used to demonstrate handling characteristics of tractor-trailer units as compared with straight trucks and passenger cars. Next, the driver should practice with the tractor alone, under an instructor's guidance, first on the parking lot, then on the street. Trainees can alternate as driver and help in teaching backing procedures. Last is the road check.

The full program, outlined by Chesney, should take from six to eight days, he says. Two working days should be spent in the classroom orientation, and four to six days for equipment study and driving practice.

Get his free custom service that helps reduce down time

It's simple. Your jobber checks your equipment, and puts into your shop a select stock of oil seals your mechanics use regularly. He maintains the stock and modifies it as your equipment changes.

You always have seals when needed, don't add down time waiting for seals to arrive. You get perfect replacement since Nationals are original equipment.

No more in cost. But a real savings in down time! Ask your National jobber today to analyze your fleet's oil seal needs.

FEDERAL-MOGUL SERVICE
Division of Federal-Mogul-Bower Bearings, Inc.
Detroit 13, Michigan

4403

"Well, I sent him away happy!"

"I gave him the best heavy-duty, long-mileage engine bearings on the market—Federal-Mogul sintered copper-alloy bearings. They've proved they have what it takes to stand up under the load, speed and temperature conditions of heavy-duty operation."

Fm sintered bearings have a low-carbon steel back for strength and bonding quality, pure copper-lead lining of sintered metal powder, a brass barrier for lining stability, lead-tin overplate for break-in protection and pure flash tin plating for overall corrosion resistance.

Call your Federal-Mogul jobber for prompt service on ALL bearing requirements!

BEARING FEDERAL Mogul SERVICE

FEDERAL-MOGUL SERVICE
Division of Federal-Mogul-Bower Bearings, Inc.

Guides to Good Management...

Continued from page 214

civilian use by Department of the Army, this booklet provides information on way an individual job performance will be appraised by supervisor, and what employee can do to get greatest benefits from appraisal (1956) 6 p. 10*c*. *D 101.37:53.*

Promoting the will to work. Guide to sound management-employee relations. Mainly for executives as source material for assisting supervisors discharge responsibilities (1955) 78 p. 50*c*. *D 101.37:50.*

Suggestions for control of turnover and absenteeism. Explains close relationship between two problems, indicates action to compute rates of turnover and absenteeism; how to analyze costs. Explains many causes—suggests preventive and corrective measures (1957) 61 p. 30*c*. *L 7.61:E-61.*

Safety

Butch gets the works (subtitled, "Horseplay ain't fun, it's murder"). Shows dangers of practical jokes on the job (1950) 8 p. 5*c*. *L 16.3:140.*

Organize your community for traffic safety. Examples of good results from past programs. Outlines of community organization plan recommended by White House Conference on Highway Safety (1954) 35 p. 35*c*. *C 37.7:Sa 1.*

Safety on the job. Meaning of job safety—steps that may be taken to prevent and correct unsatisfactory conditions (1954) 23 p. 25*c*. *D 101.37:41-B-81.*

Uniform definitions of motor vehicle accidents. Examples and interpretations of specific types and other pertinent facts. Compiled by National Conference of Uniform Traffic Accident Statistics, it's designed to secure comparability in motor vehicle accident statistics now being collected by various official and non-official agencies (1953) 20 p. 15*c*. *FS 2.102:M 85/2/953.*

Small Business

Business management aids. Series of booklets published by Small Business Administration. Each discusses in detail some phase of operation:

An employee suggestion system for the small plant (1954) 19 p. 15*c*. *SBA 1.12:1.*

Human relations in small industry (1954) 68 p. 30*c*. *SBA 1.12:3.*

Improving materials handling in small plants (1954) 42 p. 20*c*. *SBA 1.12:4.*

Public accounting services for small manufacturers (1954) 14 p. 15*c*. *SBA 1.12:5.*

Cutting office costs in small plants (1953) 48 p. 25*c*. *SBA 1.12:6.*

Better communications in small business (1953) 39 p. 20*c*. *SBA 1.12:7.*

Making your sales figure talk (1953) 36 p. 20*c*. *SBA 1.12:8.*

Cost accounting for small manufacturers (1953) 89 p. 35*c*. *SBA 1.12:9.*

Executive development in small business (1955) 44 p. 25*c*. *SBA 1.12:12.*

The foreman in small industry (1954) 28p. 20*c*. *SBA 1.12:14.*

Handbook of small business finance (1956) 71 p. 30*c*. *SBA 1.12:15.*

Health maintenance for greater efficiency (1954) 53 p. 25*c*. *SBA 1.12:16.*

Federal policies and programs that benefit small business. Describes most important federal policies and programs, with emphasis on those offering direct assistance (1957) 19 p. 15*c*. *Pr 34.8:Sm 1/2.*

Outline and source material for small business education. Authors state that mismanagement is often cause of failure in small business. This book a guide for study, covers location, marketing, finance, expansion and other small-business problems. Lists publications of possible assistance (1950) 41 p. 35*c*. *C 18.271:27.*

Ratio analysis for small business. Compares certain common business statistics to provide basis for managerial control. Can help busy executives identify potential trouble spots more accurately and more quickly (1957) 55 p. 25*c*. *SBA 1.12:20.*

Tax guide for small business. Individual companies, partnerships, income, excise and employment taxes. Information on how to handle tax problems resulting from establishment of new business, operation of a going business, sale or other disposition. (Revised annually—specify year desired.) 128 p. 35*c*. *T 22.19 Sm 1.*

Supervision

Building good relationships. What supervisor can do day by day, and as special opportunities arise, to create closely knit, interested and properly motivated group (1954) 24 p. 25*c*. *D 101.37:41-B-32.*

Controlling costs. How first-level supervisor can achieve better cost control (1954) 17 p. 20*c*. *D 101.37:41-B-66.*

Differences in job relationships. Three actual operating situations presented in detail—depicting differences in kind of supervision, effects of each (1954) 26 p. 30*c*. *D 101.37:41-B-31.*

Effective use of time. Points out activities of supervisor that may be classified as necessary, unnecessary, or creative. Covers causes of lost or misspent time, and more effective methods of planning (1954) 19 p. 20*c*. *D 101.37:41-B-62.*

Establishing a job. Covers part supervisor plays in setting up new job. His responsibility for knowing exactly what he needs, and sources of help in making determination (1954) 14 p. 20*c*. *D 101.37:41-B-64.*

Getting ready to train employees. Covers planning and action by supervisor to get ready for organizing job-training in situations where more formal and intensive instruction is necessary (1953) 17 p. 20*c*. *D 101.37:41-B-53.*

Getting work done with fewer people—some suggestions for efficiency in office operations. Four ways of approaching the job (1954) 16 p. 15*c*. *FS 1.10:8.*

Introduction to supervision. Five group conferences outlined, with suggestions for on-the-job training. For newly assigned or inexperienced supervisors (1954) 54 p. 35*c*. *D 101.37:41-A-2.*

It's good business to know your men. Discusses human relations between foreman or supervisor and people who work under him. Also, ideas on how to handle employee who brings personal problems to work (1954) 12 p. 15*c*. *FS 2.22:M 52/9.*

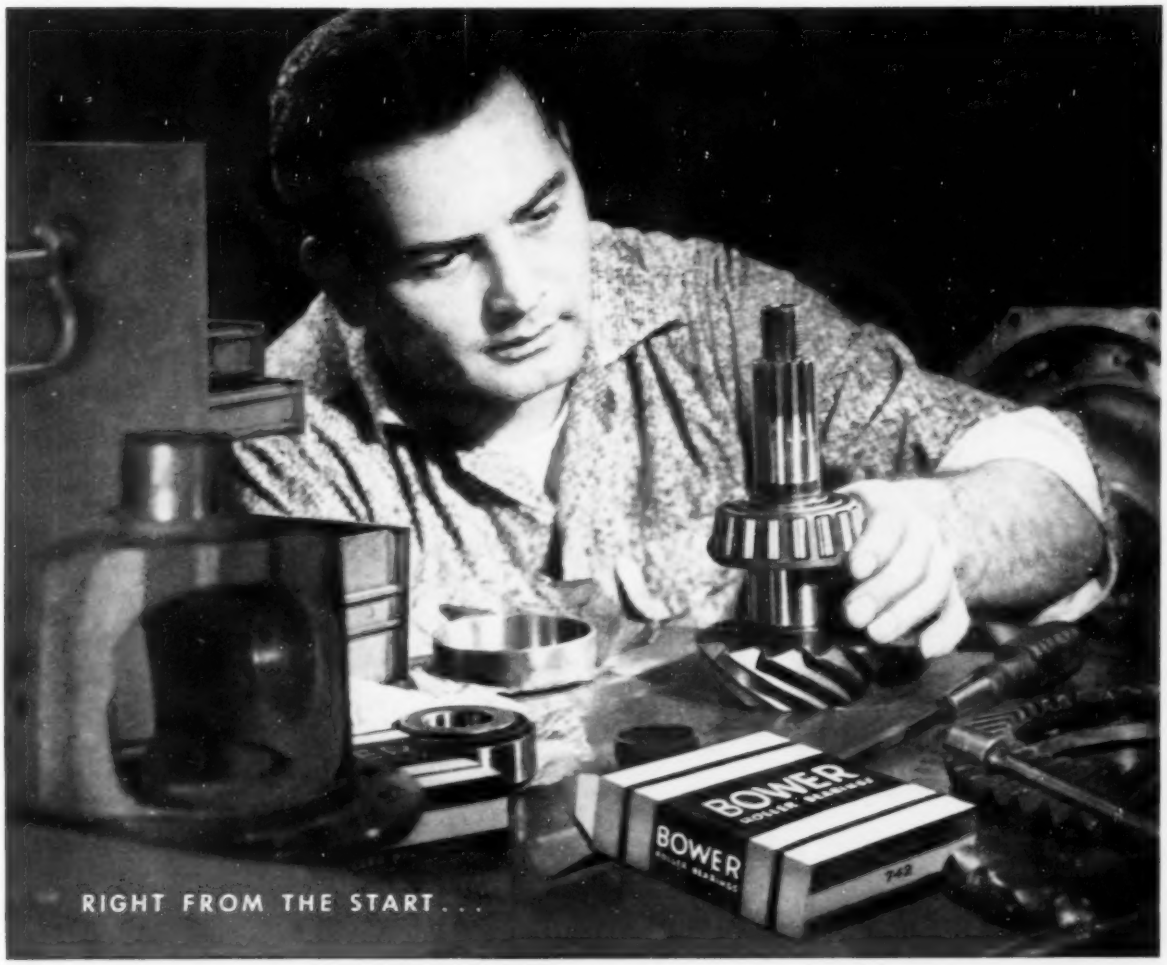
Restudying a job. What the supervisor is supposed to do when existing job must be changed, or when duties and responsibilities of a job have changed materially over a period of time (1954) 11 p. 20*c*. *D 101.37:41-B-65.*

Staff development, the supervisor's job. Purpose is to help supervisors develop talents of people who work with them so they will become more valuable to organization, at same time they prepare themselves for future advancement (1954) 40 p. 20*c*. *FS 1.10:6/2.*

Supervisor development program. Designed to meet need for developing potential executive ability (1957) 122 p. 65*c*. *D 101.37:41-D.*

Taking personnel action. Three major types of personnel action, taken by supervisors: (1) securing additional people; (2) changing employee assignments; (3) separating employees. Purpose and use of records discussed (1953) 32 p. 25*c* *D 101.37:41-B-12.*

The youth you supervise. Stresses more attention to young people's need for good supervision on job. Ways of applying generally known principles suggested (1954) 13 p. 10*c*. *L 16.3:174.*



Bower Roller Bearings Need No Breaking-In

With Bower exclusive Spher-O-Honed design, roller heads are ground to operating contour that other bearings must acquire through run-in. This means that Bower tapered roller bearings hold adjustment, give smoother performance over a longer life.

In addition, Bower exclusive higher flange design provides large, two-zone contact for roller heads to reduce unit pressure, improve roller alignment, cut down wear and resultant end-play . . . give longer bearing life.

Bower roller bearings are widely used for original equipment. Use them for your replacement work. You will find they save maintenance shop time...and give long, trouble-free service on the highway.

BOWER
roller bearings

FEDERAL-MOGUL SERVICE
DIVISION OF FEDERAL-MOGUL-BOWER BEARINGS, INC.

30-Day Tape for New Trip-Log . . .

. . . is one of the outstanding features of the new Automatic Recorder and Counter, developed by Automatic Recorder Co., Albemarle, N. C.

The recorder, which will become available within the next few months, consists of three separate units: printing unit, which prints the data on a paper tape; mileage take-off, which supplies the printing unit with mileage and speed information; flowmeter, which supplies printer with fuel usage data.

"No tampering possible" is another feature claimed, because the driver has access only to printed portion of tape. The printing unit, enclosed in a metal case (6x6x6 in.) has two locks: one for the entire case, and one for the access door to the printed portion of the tape. The case is shock-mounted, and can be located almost any place in or on the vehicle.

The tape is 4⅝ in. wide, approximately 350 ft in a roll. The mileage take-off is approximately 6x3x3 in. It is cable-driven from the transmission and can locate in the engine compartment of a bus, or the fire wall opposite the speedometer on a truck or car. If mounted on the fire wall of car or truck, the regular cable can be used to drive it, with a short cable running from the unit to speedometer, so that the speedometer operates as usual.

Information on the tape includes: date (year, month, day); time (minutes, a.m. or p.m.; speed—above pre-set limit (one to three-speed ranges can be furnished); fuel consumption (optional); mileage. This data is printed when ignition is turned on and off, and when speeds exceed or drop below pre-set ranges. In case of an accident, the recorder will show if speed is in excess of pre-set limits.

Optional features give the fleet owner information on whether the vehicle has been used for unofficial trips; also show whether units are operated at maximum use (especially important to federal, state, utility, and delivery fleets).

This information includes starting time; number of stops; elapsed time during each stop; time spent in operation between stops; number of times above pre-set speed ranges; average speed above pre-set; average speed of each operation between stops or trips; final stopping time and mileage.

Legal note: Legislation has been introduced in New York State requiring all tractor-trailers operating within the state to use a speed-recording device. If passed, it is expected that other states may enact similar measures.

Used and Preferred by Leading Advertisers Everywhere . . .

American WATER APPLIED* Decals

*Type T.G. (tough grip)

The Nation's No. 1 TRUCK DECAL!

HERE'S WHY:

- No messy cements, varnishes, wash ups, etc.
- Quick easy water application
- *No long truck tie-ups*
- Extra durability — economy!

Truck panel space has important advertising value and large and small fleet operators alike are now making full use of this space with American T.G. (tough grip) water applied decals. They outwear old fashioned cement or varnish applied decals and are easily applied in only a fraction of the time without fuss, mess or long truck tie-ups. They're economical too. If your fleet consists of 10 or more units, American Type T.G. decals are the answer to your truck marking requirements.

TYPE T.G. LETTERS AND NUMERALS IN STOCK. WRITE FOR PRICES AND FREE SAMPLES ON YOUR LETTERHEAD

Complete Truck Lettering, Illustration and Design Service available without obligation

American Decalcomania Co.
4334 W. Fifth Ave., Chicago 24, Ill.
735 Prince Rd., Windsor, Ont.
Offices in all principal cities

When to Replace Timing Chains . . .

. . . and sprockets is a problem that's apt to plague shops that lack calibrated fixtures for all the different engines using different sprocket combinations, and timing chains of various lengths. If you have this problem, try the simplified "finger-grip and fingernail tests" developed by Link-Belt Co., Chicago, Ill. They're backed by fifty years' experience. Here's what you do:

For timing chains, use the finger-grip test, which consists of five steps:

- Remove timing chain cover to expose the timing chain and the sprockets.
- Turn engine crankshaft to get "slack" in chain on one side of the drive.
- With the thumb and index finger, grip the slack or loose side of the chain midway between the sprockets.
- Move the chain in and out as you would check the tautness of a fan belt.
- If the "slack" permits the chain to move in and out more than ½ in., the chain probably should be replaced.

For sprockets, use the easy fingernail test which consists of only two steps:

- Run your fingernail across the sprocket teeth.
- If the fingernail "catches" in the worn areas of the sprocket, you should then consider replacing the sprockets.

It's usually good practice to replace work sprockets at the same time you replace the timing chain. Failure to do so may result in excessive timing-chain wear during the first few hundred miles of vehicle operation.

In today's higher-compression engines, attention to the timing-chain drive becomes most important. Improper timing can result in poor engine economy, burned valves, loss of compression, and excessive oil consumption.

FWD to Change Hands . . .

. . . according to plans recently announced at the company's annual meeting, by Franklin Lyons, chairman of the board. Stockholders of the Four-Wheel Drive Auto Co. were told that controlling interest (151,000 shares of the 300,000 common shares outstanding) will be sold to Paradynamics, Inc., St. Louis.

Paradynamics was described as a "research and development organization which has created a number of patented systems in the mechanical and electrial fields, including several developments in internal combustion engines." Paradynamics plans to continue Four Wheel Drive operations in Clintonville, Wis.

It was also announced that sales in the fiscal year ending next September will be a "little higher" than $21,137,804 of past fiscal year.

fleet owners

switch to

VALVOLINE

and save!

MORE ECONOMICAL
WHEN HAULING
HEAVY LOADS

ALL-CLIMATE MOTOR OIL

X-18 MULTI-PURPOSE
GEAR LUBE

VALVOMATIC AUTOMATIC
TRANSMISSION FLUID

X-ALL PRESSURE GUN GREASE

Valvoline's Heavy-Duty Oil and Lubricants are specially refined and processed for pulling BIG payloads . . . thrive on tough jobs and endurance tests. This line of tough-bodied oil and grease will get you over the road under the roughest conditions. Fleet Owners report excellent lubrication performance over wide temperature ranges. A fitting testimonial for these higher viscosity rated oils and lubes. Valvoline Fleet Products provide easier starting with less engine wear. Promote better fuel economy and lower oil consumption. Maintain a clean engine . . . minimize carbon collection . . . give more efficient valve operation. Get "Extra" Protection Against Valve Wear with Valvoline Products!

Dept FO-358

VALVOLINE

VALVOLINE OIL COMPANY • FREEDOM, PA.

Division Of

Ashland Oil & Refining Company

How to get more miles from your tires

ECO Tireflators®

give Exact Pressures **automatically**

Cost-conscious fleet operators know how proper tire inflation cuts "down-time" losses, helps keep tight schedules and increases tire life.

Eco Tireflators *automatically* inflate tires to proper pressures, end guessing and under-and-over inflation.

No matter how large or small your fleet is, Eco Tireflators save you money in tire costs every day of the year. They cut labor costs, too, because there is no need to "inflate and check" and no time lost hunting for gages.

Wall, post and remote control models let you put Eco Tireflators wherever they serve you best.

QUALITY PRODUCTS JOHN WOOD SINCE 1867

JOHN WOOD COMPANY

Bennett Pump Division • Muskegon, Michigan

IN CANADA: **JOHN WOOD COMPANY LIMITED** • Toronto • Montreal • Winnipeg • Vancouver

One Fork Lift Truck—Bought With **EXTRA PROFITS** from Dayton Thorobred Tires

Only Dayton Truck Tires save you so much weight for extra payload . . . an average of 241 extra pounds on a tandem tractor-trailer.

At that rate 8 Dayton-equipped rigs can haul enough extra payload in one year to earn over $4200 extra profit . . . the price of a *new fork lift truck.**

Lighter Dayton Thorobreds are *work horses* for strength, too . . . actually 30% STRONGER than the average of four other leading fi st line brands of a similar size.

So tremendously strong are Dayton Thorobreds that it has been possible to reduce excess heat-producing bulk. With tire-destroying heat greatly reduced, tires run cooler, last longer, give long, low-cost original mileage plus several extra recaps.

Get Dayton Thorobreds from your Dayton Distributor. And put their extra profit, low maintenance combination together when you buy new vehicles, too . . . specify Dayton Thorobred Truck Tires.

*Figures will be sent on request. Write The Dayton Rubber Co., Tire Div., Dayton 1, Ohio.

A Complete Line of Truck and Passenger Car Tires in Nylon, Super Cordura and Rayon

Dayton Thorobred Tires

Member, ATA Foundation, American Trucking Industry

NO. 1 STOP SIGN FOR AMERICA'S TRUCKERS

FLEET OWNER

SECTION

10

Truck Stop Toll Road Directory

Routing is a matter of information—how long a trip will take on a particular highway, what facilities are available for drivers and vehicles, how much a trip will cost you. Fleet Owner can't tell you what time your drivers can make, but it can give you the facts you need on the other factors. And that's what the next few pages are designed to do.

Where stops should be made . . .

. . . is no problem if you know what the truck stops along the way have to offer. With the help of manufacturers, Fleet Owner has prepared a selected list of truck stops throughout the nation. In this section, you'll find only those with the most complete facilities, but additional listings are available on request.

Where to make speed . . .

. . . is a matter of figuring how much cutting time will cost you. To help you route for the greatest saving, you'll find a guide to toll roads around the country in this section. Rates are listed for all the major types of vehicles.

This section begins on next page

Truck Stops: A New Listing of

THE 1958 TRUCK STOP GUIDE contains over 700 service outposts around the country. Each of these is fully equipped to service your vehicles—and each has facilities for driver comfort. All stops listed are ready to serve you 24 hours a day.

FLEET OWNER received information on more than 2500 truck stops from 13 oil companies. This complete list is available to you in mimeographed form free of charge if you request it on your company letterhead.

In this issue, we have restricted the listing to those truck stops having the most extensive facilities: 24-hour service, diesel fuel, road service and mechanical aid for vehicles. In addition, all truck stops whose listing is preceded by a dot (•) have restaurants, showers and sleeping accommodations for drivers. Truck stops without the dot have at least one but not all three of these driver services.

The list is arranged alphabetically by states, cities within states and by brands of oil products within cities.

Please bear in mind that not all the oil companies in the country were able to supply FLEET OWNER with truck stop information. Those companies that did send in lists are:

Aetna Oil Co., 1202 S. 3rd St., Louisville, Ky.

Alabama

Bessemer
Cities Service—Tommie's Truck Stop, US 11

Birmingham
• Phillips "66"—Stancil's Truck Stop, US 78-E
• Pure—Crumbley's Truck Stop, US 78, 2 mi west of town, 1201 Bankhead Hwy

Browns
• Phillips "66"—Chat and Chew Truck Stop, US 80

Brundidge
Cities Service—Kenny's Truck Stop, Hwy 231, South

Centreville
Pure—Roy's Truck Stop, Int. US 82 and State 5

Cottondale
Phillips "66"—Cottondale Service

Dothan
Cities Service—Danzey Oil & Tire Co. Montgomery Hwy

Gordo
Phillips "66"—Gordo Service

Hamilton
Crown—Palmer & Casey Truck Stop, Hwy 78

Luverne
Cities Service—Ideal Truck Stop, State Hwy 29

Maplesville
• Pure—Jim's Truck Stop, US 82, 3 mi west of town

Montgomery
• Cities Service—Major Oil Truck Stop, US 31, north of Montgomery

Northport
Phillips "66"—Bridge Avenue Service

Oxford
Crown—Mac's Truck Stop, Hwy 78
Sinclair—Short's Stop, US 78

Pike Road
Crown—Schnepp's, Hwy 231

Springville
Crown—Clearview Stop, Hwy 11 & 5

Theodore
• Pure—Pappy DeWitt's Ala-Coast Truck Stop, US 90, 11 mi west of Mobile

Troy
Cities Service—Howard's Truck Stop, Hwy 231, By-pass
Crown—The Guinea, Hwy 231

Uniontown
• Pure—Hillcrest Truck Stop, US 80, 2 mi east of town

Woodstock
• Pure—Hick's Truck Station, US 11, below Junction 5

Arizona

Benson
Texaco—Everette Dillon, State 86

Holbrook
Mobil—Watson's, 707 W. Hopi US 66

Kingman
Flying A—Southern Truck Service, Hwy 66, 1-½ mi east of town

Tucson
• Phillips "66"—Truck Stop, East Benson Hwy
Mobil—Truck Center, 5000 Casa Grande Hwy, State 84

Yuma
Flying A—Don & Glen's Truck Service, 901 4th Avenue
Flying A—John Milan Truck Service, Hwy 80, 6 mi east of town
Mobil—Yuma Truck Stop, East edge of town, Hwy 80

Arkansas

Blytheville
Phillips "66"—Ark-Line Service, US 61 State Line

North Little Rock
• Pure—Motor Port Truck Stop, US 65 N

Rogers
Flying A—71 Truck Stop, US 71

West Memphis
• Pure—Gateway Truck Station, Junc. US 61, 63, 64, 70, 79

California

Arcata
Chevron—Franklin's Service, US 101 and 18th St
Chevron—W. H. & B. K. Franklin, US 101 N

Bakersfield
Chevron—Tony Lopardo, Jr, US 466 and Brundage
Chevron—Greenfield Station, US 99 9 mi south of town
Flying A—Motor Truck Sales & Service, 115 Union Ave
Mobil—Jackson Truck Service, Golden State Ave & "R" St Hwy 99
Union—So. Bakerfield Truck Service, 2464 S Union Ave

Barstow
Flying A—Lee Hobbs Service, Hwy 66, west end of town

Brentwood
Flying A—Mayhew's Truck Service, Hwy 4, west end of town

Castiac
Flying A—99 Oaks Truck Service, 25331 US 99, 2 mi south of town

Cloverdale
Flying A—Cloverdale Truck Station, Hwy 101, south end of town

Colton
Flying A—Roy Phillips Service, Hwy 70 and 99, 3rd and Eve Sts
Mobil—Colton Truck Terminal, 791 East "I" Street Hwy 99

Dinuba
Union—Dinuba Truck Terminal, Tulare and "O" Sts

Fully Equipped Service Stations

Atlantic Refining Co., 260 S. Broad St., Philadelphia 1, Pa.

Cities Service Petroleum, Inc., 60 Wall Tower, New York 5, N. Y.

Frontier Oil Corporation, Ellicott Square, Buffalo 5, N. Y.

Phillips Petroleum Co. ("66"), Bartlesville, Okla.

Pure Oil Co., Pure Oil Building, 35 E. Wacker Drive, Chicago, Ill.

Sinclair Refining Co., 600 Fifth Ave., New York 20, N. Y.

Socony Mobil Co., 150 E. 42nd St., New York, N. Y.

Standard Oil Co. (Crown), Louisville 2, Ky.

Standard Oil Co. of California (Chevron), 225 Bush St., San Francisco, Calif.

Texas Co. (Texaco), 135 E. 42nd St., New York, N. Y.

Tidewater Oil Co. (Flying A), 79 New Montgomery St., San Francisco 20, Calif.

Union Oil Co. of California, Union Oil Building, 617 W. 7th St., Los Angeles 14, Calif.

Gulf Oil Co., which did not supply a list for this truck stop guide, has its own booklet of Gulf truck stops which is available to fleet operators on request.

Dunsmuir

Chevron—Dunsmuir Truck Service, US 99

Edwards

Chevron—L. A. Carter, US 466, 18 mi east of Mojave

El Cajon

Flying A—Bob's Automotive Service, 1288 E Main St

El Centro

Mobil—Bob Candland's Service, 3rd & Main Sts, Hwy 80

Eureka

Mobil—2616 Broadway, Hwy 101

Fresno

Chevron—Mammoth Truck Station, Newton-Barnett Co, 9 mi north of town, US 99

Flying A—Fresno Flat Top, Marks and Princeton, Hwy 99-N

Flying A Truck Service, 2496 Railroad Ave, off Hwy 99

Mobil—The Big Four Truck & Car Terminal, 3483 S Hwy 99 at Malaga

Greenfield

Flying A Truck Stop, Hwy 99, 8 mi south of Bakersfield

Healdsburg

Chevron—Wittke Service, US 101-S

Holtville

Mobil—Cradic's Service, 5th & Maple Sts, Hwy 80

Indio

Chevron—Fluch and Sorenson, Indio Truck Terminal, US 99 and Requa St

• Union—Abernathy Bros, Hwy 99 and Sue

Laytonville

Chevron—Wittke Service, US 101

Mobil—westside Hwy 101

Los Angeles

Chevron—Los Angeles Truck Terminal, 901 S Alameda St

Chevron—Dave Weyler Service, 1938 East Vernon Avenue

Flying A—Commercial Super Service, 1345 E 7th St

Mobil—J.H.Z. Truck Fuels, 330 S Alameda St, near Third St

Marysville

Flying A—Marysville Trucks Service, Hwy 99-E, 2 mi south of town

Modesto

Union—Hogg and Thompson, 919 S 99 Hwy

Morgan Hill

Mobil—15 Mile Truck Stop, Rt 2, Monterey Rd

Niland

Mobil—Niland Truck Stop, North edge of town, Hwy 111

Orick

Chevron—Walter Waldkirch, US 101

Pomona

Mobil—Leo's Truck Stop, 1500 West Holt Ave

Red Bluff

Flying A—Red Bluff Truck Terminal, Hwy 99, west end of town

Continued on next page

Your name is important—Display it well . . . with DOUGLAS Rolling Ads!

mail this coupon today for your FREE SAMPLES

DOUGLAS PRESSURE-SENSITIVE DISPLAYS *can turn your trucks into attractive "rolling advertisements."*

Here's why more and more fleet owners are switching to low-cost Douglas Displays.

• **More durable than decals** — provide years of service without fading, chipping or peeling . . . eliminate periodic touch-ups . . . *less truck downtime.*

• **Provide quick, easy, permanent application** . . . no water required.

• **Withstand severest weather conditions** . . . resist most acids and alkalis.

• **Free Custom-Design and Art Service** to fit your specific requirements.

Choose from these long-lasting Douglas Displays made from tough, flexible materials.

"Scotchlite"® Brand Reflective Sheeting — easy to read day or night.

"Scotchcal"® Brand Film — heavy-duty sign for heavy-duty equipment.

Krome-Kal — Chrome-like "Mylar" for highest quality jobs.

Klear-Kote — transparent "Mylar" lets truck colors show through.

"Scotchlite" and "Scotchcal" are registered trademarks of 3M Co., St. Paul 6, Minn.

THE DOUGLAS CO. 7TH ST. AT 12TH AVE. SO. • MINNEAPOLIS 4, MINNESOTA

THE DOUGLAS CO.
7th St. at 12th Ave. So. • Minneapolis 4, Minnesota

Without obligation, please send me a complete assortment of Douglas Rolling Ads.

Company Name _____

Name and Title _____

Address _____

City _____ Zone _____

State _____

Truck Stop Listing . . .

Continued from page 227

Redding
Chevron—Redding Truck Service, Darnell and Holyfield, US 99, south of town
Flying A—Johnson Bros, 2731 Market St, Hwy 99, south end of town

Rialto
Chevron—Truck City Chevron, E. R. Holecek 101 E Valley Blvd

Rio Vista
Chevron—Hi-Twelve Service, Wm. T. King, Hwy 24

Sacramento
Chevron—O. F. Hudgins, 324 N 16th St
Flying A—Sacramento Truck Station, Stockton Blvd and Fruitridge Rd, Hwy 99
Mobil—Kop's Commercial Service, 16th & N. B. Streets, Hwy 40
• Union—Chuck's Union Terminal, 5091 Stockton Blvd

San Jose
Flying A—Hemphill's Service, 13th and Bayshore Hwy

Shafter
Chevron—Em H. Mettler & Sons, 655 N Shafter Ave

Stockton
Flying A—Connell Motor Truck Co, 2211 N Hwy 99

Tracy
Chevron—I. W. Fewell, 350 E 11 St, US 50
Flying A—Foster's Truck Station, Chrisman Rd and Hwy 50

Turlock
Flying A—Benson's Truck Stop, ½ mi north of town, on Hwy 99

Westmorland
Texaco—Frank R. Lyall, 431 W Main St

West Sacramento
Flying A—King's Truck Stop, US 40 and Harbor Blvd

Winterhaven
Mobil—Nichol's Service, East edge of town, Hwy 80
Mobil—C-V Truck Stop, West edge of town Hwy 80

Woodland
Chevron—Jay K. Montgomery, East and Oak Sts
Flying A—King's Truck Service, Hwy 24 and Yolo Rd, ½ mi north of town

Yermo
Flying A—Y-91 Truck Service, Hwy 91

COLORADO

No truck stops in Colorado reported to FLEET OWNER had extensive enough facilities to warrant inclusion in this listing. However, you can obtain a complete, mimeographed listing of all truck stops, including those published in this issue, by writing to FLEET OWNER, 330 W. 42 St., New York, N. Y. There will be no charge if the request is made on your company letter head.

Connecticut

Orange
Texaco—Bob's Gas Station, Boston Post Rd & Orange Ave
• Texaco—Mayflower Truck Station, Boston Post Rd & Peck Lane

Delaware

New Castle
• Atlantic Truck Terminal, east side of duPont Hwy

State Road
• Texaco—Leonard Wilson, US 13

DISTRICT OF COLUMBIA

No Truck stops in District of Columbia reported to FLEET OWNER had extensive enough facilities to warrant inclusion in this listing. However, you can obtain a complete, mimeographed listing of all truck stops, including those published in this issue, by writing to FLEET OWNER, 330 W. 42 St., New York, N. Y. No charge if request is made on company letterhead.

Florida

Avon Park
• Phillips "66"—The Hitching Post, US 27-N
• Pure—Elder Bros Truck Stop, US 27 N

Bayard
• Atlantic—Steve's Truck Stop, US 1

Belle Glade
Pure—Airport Truck Stop, US 441, 1180 NW Main St
Pure—Parrish Bros Truck Stop, 155 N Main St
Pure—Young's Truck Stop, State 715, 101 SW 16th St

Boulogne
• Pure—Florida-Georgia Truck Terminal, US 1, 301, 23 at Fla-Ga. line

Bowling Green
• Pure—See's Truck Stop, US 17

Bunnell
• Phillips "66"—King's Truck Stop, US 1
Sinclair—Green Tile, US 1, State 1

Canal Point
Pure—Glades Truck Stop, US 441

Chiefland
• Pure—Bett's Big T, US 19, 98, 27A

Clewiston
• Pure—Surgarland Truck Stop, Junc. US 27 and State 720

Cross City
Phillips "66"—Drigger's Service, US 19

Daytona Beach
• Pure—Hatam's No. 1 Truck Terminal, No. 1 By-pass, 720 Canal Road

Delray Beach
Pure Truck Station, US 441, State 7, 9 mi west of town

Florida City
Pure—Gene's Truck Stop, US 1 and 27

Fort Lauderdale
• Pure—Jomo City Truck Stop, Junc. US 27 and State 84
• Sinclair—Fay's Truck Stop, 2 mi south of Hwy 84, State 7, US 441

Fort Meyers
Pure—Gordon's Truck Terminal, US 41, N
Pure Truck Station, 180 E 1st St
Pure—S & G Service, Fowler and Anderson Sts

Fort Pierce
• Pure—Market Truck Terminal, US 1, 2 mi south of town

Haines City
Crown—Haines City Truck Service, Hwy 27
• Pure—Commercial Truck Terminal, US 27

Hialeah
Pure—Mack's Truck Stop, US 27, 2851 Okeechobee Rd

High Springs
Crown—Ashley's Truck Stop, Hwy 41
• Pure—Al's 41, US 41-441

Homestead
Pure—Napier Truck Stop, US 1, 105 N Flagler St

Immokalee
Pure—Hennings Truck Stop, Jct. State 29 and 29-A

Jacksonville
• Pure—Complete Truck Stop, US 1, 17 mi south of town
Pure—Union Truck Terminal, 505 N Myrtle Ave
• Sinclair—Produce Terminal Truck Shop, Alternate US 1 (McLendon St & Bright Ave)

Jupiter
Pure—Jupiter Service Station, US 1 and Hobe Sound Rd

Lake Alfred
• Pure—Bostick & Daniels Truck Stop, US 92 and 17, Int. of Winterhaven

Lakeland

- Pure—A-1 Truck Terminal, US 92 at Wabash Ave W
- Pure—40 Acre Truck Terminal, US 92 west, 2025 W Memorial Blvd
- Pure—Waldrup's Truck Stop, US 92, 1950 W Memorial Blvd
- Sinclair—Hill & Serdynski Truck Terminal, US 98, N

Lake Placid
- Pure—Lennon's Service Center, US 27, 1½ mi south of town

Lake Worth
- Pure—Trail Truck Stop, State 809, 30 N Military Trail

Land O'Lakes
- Pure—Sunset Truck Terminal, US 41, 12 mi north of Tampa

Leesburg
Crown—Keser Standard Service Station, Hwy 27 & 441
- Pure—Allstates Truck Center, US 27 and 441, 4 mi north of town

MacClenny
Crown—Walter's Truck Stop, Hwy 90

Maxville
Pure—J & B Truck Stop, Int. 301 and 228

Melbourne
Crown—Cox Truck Stop, Hwy 1

Miami
Pure Truck Stop, 3006 NW North River Drive
Sinclair—Van Terminal, 9500 NW 27th Ave

Mims
Atlantic—Mim's Truck Stop, US 1

Naples
Pure—Bayhridge Purol, US 41, E

New Smyrna Beach
- Pure—Sleepy Hollow Truck Stop US 1, 3 mi north of town

North Fort Myers
- Sinclair—Larry's Truck Terminal, US 41

Ocala
- Pure—Wilkie's Truck Terminal, Int. US 301 and Old US 441

Orlando
- Pure—Carter Truck Terminal, US 441, 17, 92
- Pure—Crowe's Truck Stop, 3002 N Orange Blossom Trail, US 441, 17, 92

Ormond Beach
- Pure—Larry's Tomoka River Truck Stop, US 1, 2 mi north of town

Pahokee
Pure—Glades Truck Stop, US 441
Pure—Pahokee Service Station, US 441, 205 E Main St

Pompano Beach
- Pure—Big 7 Truck Stop, US 441 & 814

Continued on next page

Specify STRATOGRIP

...for Quick, Easy Fluid Line Assembly

For easy-to-assemble, trouble-free fluid lines, depend on Stratogrip reusable fittings and Stratoflex flexible hose. A wide range of sizes and types assures you of exactly the right hose and fittings for your low pressure fuel, oil, air or other fluid line requirements. Make up your own hose assemblies the quick, easy, dependable way . . . with Stratoflex flexible hose and Stratogrip fittings.

Get this Handy Fitting Kit

Complete hose assemblies at your finger tips!

Write for the name of your nearest Stratoflex dealer.

STRATOFLEX Inc.
P.O. Box 10398 • Fort Worth, Texas
Branch Plants: Los Angeles, Fort Wayne, Toronto
In Canada: Stratoflex of Canada, Inc.

SALES OFFICES
Atlanta, Chicago
Dayton, Detroit
Houston
Kansas City
Los Angeles
New York
Pittsburgh
San Francisco
Seattle, Toronto
Tulsa

Truck Stop Listing . . .

Continued from page 229

Pure—Thomas Truck Stop, 1431 Hammond Rd, State 814 & 15th Ave
Texaco—Market Texaco Service, 1201 Hammondville Rd

Punta Gorda
Pure Truck Station, US 41, South City Limits

Sanford
Crown—Earl's Truck Stop, Hwy 17

Sebring
Phillips "66"—Earl's Service, US 27-S

Starke
• Phillips "66"—Farmers Market Truck Stop, US 1 and 441, Hammondville Rd

South Bay
• Phillips "66"—South Bay Truck Stop, US 27

Tampa
Bill's Pure Service, 2232 E Hillsborough Ave
Pure—Adamo Drive Tire & Battery Service, Adamo Dr and 19th St
Pure—Hillsborough Ave Tire & Battery Service, 3923 E Hillsborough Ave
• Pure—Trail Service Center, US 301, ½ mi north of US 92

Vero Beach
Crown—Cox Truck Stop, Hwy 1

West Deerfield
Pure—Everett's Service, Junc. US 441 & State 810

West Hollywood
Pure—Pem-7 Service Station, State Rd 7 and Pembroke Rd

West Palm Beach
Pure Truck Station, State Rd 80, 7 mi west of town

Zellwood
• Pure—Zellwood Service & Truck Terminal, US 441, 1 mi south of town

Georgia

Albany
• Pure—B and M Truck Stop, US 19, ½ mi north of town

Atlanta
Pure—Prior Tire Market Station, 1195 Sylvan Rd SW and Avon
Sinclair—Austin's Car & Truck Rentals, Inc, US 29 (1039 Lee St, SW)

Augusta
Crown—Gay and Thompson Truck Stop, Hwy 1
• Texaco—Augusta Truckers Stop, US 1, 25, 78

Barnesville
Pure—Triangle Service Station, Int. US 341, State 7, 1 mi south of town

Bluffton
Cities Service—Mansfield Oil Company, US Hwy 76

Bogart
• Sinclair—White Stop, Rt 1, US 29 & 78

Butler
• Pure—Halfway House, Int. US 19, 80, 12 mi north of town

Douglasville
• Sinclair—One Stop, 1¾ mi west of Douglasville, US 78

Eastman
Phillips "66"—The Eastman Truck Stop, US 129 S

Folkston
Crown—Jones Truck Stop, Hwy 17

Garden City
Crown—Kitchen's Truck Stop, Hwy 17

Macon
• Sinclair—O'Reilly Truck Stop, 5190 Houston Ave, State Rt 247-49, US 41

Moultrie
• Pure—33 Truck Stop, State 33, 2 mi

Greyhound
RELIES ON DEPENDABLE
SPRAGUE AIR-PUSH WINDSHIELD
WIPING EQUIPMENT

for greater safety---less maintenance!

Millions of safe driving miles require equipment that doesn't fail. That's why Greyhound specified Air-Push Jumbo Rotary-Seal Windshield Wiper Motors and specially designed wide sweep pantograph arms on 500 of their Scenicruisers, *and again on 500 new GM 4104 Highway Travelers!*

Conversion Kits available to fit all buses and trucks (give make, model, and year when inquiring). Nationwide distributor organization to serve you.

WRITE FOR THE COMPLETE AIR-PUSH STORY

Sprague DEVICES, INC.
Michigan City, Indiana

east of town

North Alapaha
- Phillips "66"—Toby's, Hwy 82 and 129

Ringgold
- Pure—Sugartown Truck Stop, US 41, 5 mi south of town

Savannah
Crown—Desota Truck Stop, Hwy 17
- Pure—Eagles Nest Truck Station, US 17, 11 mi south of town

Statesboro
Crown—Georgia Truck Stop, Hwy 25

Thomasville
Crown—Stringer Truck Stop, Hwy 19

Toccoa
Crown—Truckers Stop, Hwy 123

Idaho

Burley
Flying A—J. H. Price Service, W. Main St, Hwy 30

Lewiston
Phillips "66"—North-South Hwy

Illinois

Bloomington
- Pure—Five Star Truck Stop, US 66 and Mercer Ave

Chicago
Sinclair—Pratt-Harlem, 6800 N Harlem Ave, State 42
- Pure—Stock Yards Truck Station, 4512 S. Halstead Ave.

Decatur
- Phillips "66"—Lawler's Service, 1075 W. Pershing Rd

Flora
- Pure—Holland Truck Station, US 45 and 50, east

Gibson City
- Pure—William's Station, Int. US 54 State 47, 9

Jacksonville
Phillips "66"—Serv-Rite Service Station, US 36-54

Pittsfield
- Phillips "66"—Lowe's Service, US 36-54

Shabbona
Pure—Shabbona Truck Stop, US 30
- Texaco—Ahrader Motor Service, US 30

Springfield
- Pure—Atlas Truck Stop Shopping Center, 815 N 31st Street
- Pure—Midway Service Co, US 66 & 54, 1 mi north of Junc. 66, 54, 36

Staunton
- Phillips "66" Terminal, US 66

Towanda
- Pure—Foster's, US 66 and Towanda Rd

Tuscola
Phillips "66"—Dale Cromwell

Virginia
Phillips "66"—Reid's Service, US 67, State 79

Indiana

Atherton
Texaco—Al's Service, US 41

Chesterton
Pure Truck Station, US 20 and State 149

Evansville
- Pure—Lockwood's Truck Stop, US 41, 2225 41 north

Indiana Turnpike
Pure—East Bound, Int. 5, Knute Rockne Plaza
Pure—West Bound, Int. 5, Wilbur Shaw Plaza

La Grange
- Texaco—Fred's, Central & Canal, US 20

Ligonier
Texaco—Don Eytcheson, US 6 & 33

Marion
- Sinclair—Marion Tructel Service, State 9

New Haven
Sinclair—Pal's Truck Stop, US 24 & 30, State Rt 14

Pierceton
- Sinclair—Pierceton Triple Service, US 30

Plymouth
Sinclair—Semi-Stop, US 30

South Vincennes
- Sinclair—Dixie Truck Stop, US 41

Wanatah
Sinclair—Tick Tock Truck Stop, US 30

Waterloo
Pure—Chet and Bud's, US 6, East City Limits

Iowa

Bloomfield
- Flying A—Bloomfield Truck Stop, US 63, State 2

Cedar Rapids
- Flying A—Tubbs Transport Service, 2519 16th Ave SW, US 30 and 218, State 64 and 149

Davenport
- Pure—Triangle Truckport, US 6 and Hickory Grove Rd., 5 mi west of town

Delaware
Texaco—Y-Truck Stop, US 20, ½ mi north

Sigourney
Texaco—Ben Bensmiller, Hwy 92

Kansas

Baldwin
- Phillips "66"—Cook's Service, Jct 50-N and 59

Baxter Springs
- Texaco—5th Wheel Cafe, Jct. US 69 & 166

Beloit
Phillips "66"—Shamburg Oil Company, US 24

Dighton
Texaco—Bosley Oil Co, 7th & Long

Ellsworth
Sinclair—Charlotte's Service Station & Cafe, US 40

Goddard
Phillips "66"—Travel Center, US 54

Goodland
- Texaco—C & G Truck Stop, US 24 & State 27

Hays
Phillips "66"—L & J Truck Stop, US 40 and 183

Liberal
Phillips "66"—Ramey Oil Co 3, US 54
Texaco—Madden Oil Co, 1030 N Kansas
Texaco—Madden Oil Co, 320 East Ash

McPherson
- Sinclair—Hart's, US 81 & Hill St, US 81 By-pass

Ottawa
Phillips "66"—Bob's Truck Stop, US 50

Overland Park
Phillips "66"—Joe S. Davis & Son, US 69

Paola
Phillips "66"—Jim's Service, US 169

Reserve
- Phillips "66"—Russ's Service, US 73

Sabetha
- Phillips "66"—Nabls Truck Stop, US 75

Scott City
Texaco—Holmers Oil Co, 5th & Elizabeth

Sharon Springs
Phillips "66"—Heyl Motor Company, US 40

Stafford
Texaco—Clothier Oil Co, Martin & Keystone

Syracuse
Phillips "66"—Westside Service, US 50

Topeka
- Phillips "66"—Red Rooster Truck Stop, US 24

Continued on page 234

PURE OIL's starts at your

PURE's SPOT CHECK OIL ANALYSIS gives you a fast, on-the-job report of engine oil condition. Helps stop trouble before it starts.

PURE's LABORATORY USED OIL ANALYSIS provides you with a full report on engine condition, helps cut repair and maintenance costs.

PURE OIL's PREVENTIVE MAINTENANCE PLAN keeps tabs on mileage, oil changes. Gives you the most from your trucks at lowest cost.

keeps 'em rolling

Hot showers are a big attraction at many of PURE's 176 truck stops. It's just part of the guest treatment drivers get at PURE.

We know that good food on the road helps keep drivers happy. And most of them say meals at PURE are about the best they find anywhere.

A comfortable sofa and a magazine let your driver take his mind off the long hours on the road. Later, he might watch TV.

THE PURE OIL COMPANY DEPT. FO-38
35 E. Wacker Drive, Chicago 1, Ill.
Please rush.....copies of the new 1958 PureTruck Station Directory.

Name.....

Address.....

City.....Zone.....State.....

← **FREE! Your drivers can pick up their copy of the new PureTruck Station Directory at any Pure TruckStop.**

Truck Service terminal...and

PURE OIL's TECHNICAL STAFF is always abreast of new developments in truck maintenance. And we're as close as your telephone.

PUROL HEAVY DUTY MOTOR OIL, like all "truck-tested" PURE products, is designed to minimize maintenance and cut cost-per-mile.

over the road!

While your driver sleeps soundly, his rig will be gassed up, greased and safety checked by expert mechanics on duty round the clock.

Pure TruckStops are located on key truck routes throughout PURE's 24-state marketing area. They're happy sights for all truck drivers.

BE SURE WITH PURE

ATA FOUNDATION INC.

Truck Stop Listing . . .

Continued from page 231

Wathena
Phillips "66"—Ramsel Oil Co, US 36

Kentucky

Berea
Sinclair—Boone's Trail Truck Stop, US 21 1 mi south of Berea

Bowling Green
• Aetna—Puckett's Truck Stop, 2 mi north of town US 31 W

Fort Campbell
Aetna—A & L Service Station, US 41A

Franklin
Aetna—Trucker's Home, north of town US 31 W

Hazel
• Texaco—Hubert Coles Truck Stop, US 641, 5 mi south of Murray

Henderson
Crown—Mills Brothers Service Station, Hwy 60

Hopkinsville
• Atena—Island Cafe, north of town US 41

Madisonville
Texaco—Sunnyvale Serv Sta, US 41, 1 mi south of town

Pikeville
Pure Oil Service Center, US 23, 460, 119

Richmond
• Aetna—Abby Gails Truck Stop, 12 mi north of town, US Hwy 25

Louisiana

Alexandria
Cities Service—Bert Rylan, US 71 & 167 S.

Baton Rouge
Texaco—W J Armstrong, US 90, 11025 New Hammond Hwy

Covington
Texaco—Holden's, US 190, Boston St

Eunice
Sinclair—Manuel Brothers, US 190

Lafayette
Texaco—Theriot's Service, Pinhook & College Sts

Lutcher
Texaco—Abreo Service Sta, Airline Hwy

Monroe
Sinclair—Central Super Service, US 80
Sinclair—Harrison Service Station, US 80 & 155

New Orleans
Texaco—O'Shaughnessy Serv #2, 609 Jefferson Hwy
Texaco—O'Shaughnessy Serv #3, 101 Airline Hwy

Paradis
Texaco—Boatright Service, Hwy 90

Zachary
Texaco—Zachary Service, State 19

Maine

Calais
Texaco—John W. Goode & Sons, US 1, Main St

Maryland

Baltimore
• Cities Service—Truck City, 8641 Pulaski Hwy
Texaco Truck Terminal, Pulaski Hwy & Erdmon Ave

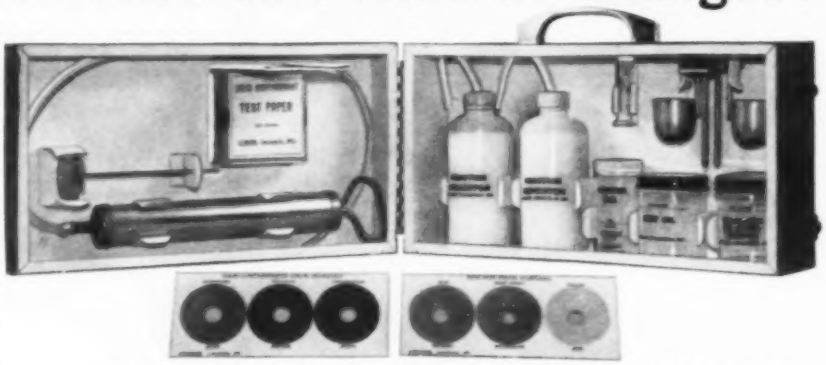
Bel Alton
• Texaco—Earl's Service, US 301

Finksburg
• Sinclair—Shipley & Zepp, Rt 140

Do you *know* when oil *should* be changed?

According to recent studies, 61% of today's fleet owners change motor oil on a rigid schedule. If you're one of them, chances are you're draining away good oil . . . and profits. Or, if you're one of those operators who change oil haphazardly, you're in the market for costly engine repairs. Oil does not deteriorate on schedule . . . nor does it lubricate indefinitely. Many motor oils maintain their lubrication efficiency up to 10,000 miles or more . . . others to 500 miles or less. An accurate test is the only way to determine when oil reaches the danger point.

Now, the new SIMPLEX OIL TESTING KIT allows even an untrained operator to determine, in only 5 minutes, whether oil contains: acids • solid contaminants • water • fuel dilution. The SIMPLEX OIL TESTING KIT was developed for, and is used by, the United States Government. It's accurate to A.S.T.M. standards . . . yet it's inexpensive — a test costs only pennies. Reduce costly overhauls and unnecessary oil changes. Join the hundreds of gasoline and diesel engine operators who have switched to SIMPLEX. It's the economical way to determine oil changes.



Now! Take the guess work out of oil changes with SIMPLEX — the only inexpensive Portable Oil Testing Kit. Send for FREE illustrated brochure

Lengor Towns-worth Building Annapolis, Maryland

Trans-American Mfg. & Equip. Co. — Chicago. **Fred Erichson Co.** — New Orleans. **Gardner Laboratory, Inc.** — Washington D. C. **Schneider Elec. & Equip. Co.** — Omaha. **Fleck Engineering Co.** — Baltimore. **M. K. Mote** — Canton, O. **Oil Filter Service Co.** — Tacoma, Wash. **Don Smith** — Los Angeles. **Ernest W. Dumler Co., Inc.** — Pittsburgh. **Uquillas-Sota, S. A. — Guanajuato, No. 202** — Mexico City, Mexico.

DISTRIBUTORS! MFR.'S AGENTS! A few select territories still open.

Loreley
• Texaco—Smith & Everhart US Hwy 40

Pocomoke
• Pure—C & D Truck Stop, US 13, 3 mi south of town

South Laurel
• Texaco—Transitruck Center, US Hwy 1

Massachusetts

Beverly
Atlantic Refining Co, Rt 128, north side (ltd. access, no toll)

Massachusetts Turnpike
Cities Service—Massachusetts Turnpike eastbound, at Blandford
Cities Service—westbound, at Blandford
Cities Service—Massachusetts Turnpike eastbound, at Ludlow
Cities Service—Massachusetts Turnpike eastbound, at Natick

Bridgewater
Atlantic Refining Co, Rt 138, east side and west side (ltd. access, no toll)

Lancaster
Atlantic Refining Co, Rt 2, north side (ltd. access, no toll)

Lexington
Atlantic Refining Co, Rt 128, east side (ltd. access, no toll)

Newton
Atlantic Refining Co, Rt 128, west side (ltd. access, no toll)

Rowley
Atlantic Refining Co, Rt 1, east side and west side (ltd. access, no toll)

Springfield
Texaco—Service Station, Memorial Ave West

Sturbridge
Atlantic Refining Co, Rt 15, south side (ltd. access, no toll)

Michigan

Addison
Sinclair—The Corners, US Highway 16 & State 66

Battle Creek
• Pure—Rainbow Truck Stop, US 12, 6 mi west of town

Belleville
• Pure—Great Northern Auto-Truck Service, US 112 & M-56 (Belleville Rd.)

Bridgeport
• Pure—Chuck's Place, US 10 & 23, 7482 S Dixie Hwy

Ferrysburg
• Sinclair—Midway Truck Stop, US Highway 31

Flint
Pure—Web's Truck Stop Service, 4043 N Dort Hwy, US 10

Imlay City
Pure Oil Truck Stop, State Rds. M21 and M53

La Salle
Texaco—Wm. Lindner, US 24

Minnesota

Cannon Falls
• Pure—Penfield's Windy Acres, US 52, 1 mi south of town

Minneapolis
Phillips "66"—Bert's Service and Bert's Truck Stop, 3740 and 3752 Hiawatha S., State 55

Montevideo
Sinclair—Hi-way Super Service, Easton Hwy 212, US 212

Olivia
• Pure—Olivia Truck Stop, US 71 & 212, west

St. Cloud
• Pure—Bob's Service and Cafe, US 10 & 52, 3 mi SE of town

St. Paul
• Pure—Landfall Service Center, US 12, east of Hwy 100 at Tanners Lake

South St. Paul
Pure—Truckers Terminal and Supply Co, Union Stockyards

Wheaton
Sinclair—Fred's 24-Hour Service, US 75 and State 27
• Sinclair—Ike's 24-Hour Service, US 75 & Main St

Mississippi

Batesville
• Pure Truck Station, US 51

Bay St. Louis
• Phillips "66" Truck Stop, US 90 W

Carthage
• Phillips "66"—Gas Island Service Station, Jct, Hwy 35 and 16

Collins
Phillips "66"—Magnolia Service

Columbus
Crown—Pick's Truck Stop, Hwy 45
Sinclair—Garrard Truck Terminal, US Hwy 45 & 82

East Vicksburg
Sinclair—Beechwood, US 80

Forest
Texaco—Chambers & Eure, US 80-E

Greenwood
Crown—Hicks Truck Stop, Hwy 82 & 49

Hattiesburg
Crown—Hamilton Truck Stop, Hwy 49 & 98
• Sinclair—Round-Up Truck Stop, US 49 & 98 south

Jackson
• Phillips "66" Service, Hwys 49 and 80
Texaco—Wilkinson's Tire Service, 4751 US 80-W

Magee
Phillips "66"—Magee Service

Meridian
• Phillips "66"—Fox Truck Stop, US 45 N
• Phillips "66"—Fred's Truck Stop, US 80, 11, 45
Phillips "66"—Harper's Service Station, Hwys 80 and 11
• Sinclair—Red Hot Truck Stop, US 80

New Albany
Sinclair—Trucker's Home & Cafe, State 30, US 78

Ocean Springs
• Pure—Caravan Truck Stop, US 90, 6 mi east of town

Osyka
Crown—Modern Truck Stop, Hwy 51

Prentice
Phillips "66"—May's Service

Saltillo
Crown—Fred's Truck Stop, Hwy 45 North

Tupelo
Crown—Joey's Truck Stop, Hwy 78

Verona
Crown—Keifer's Truck Stop, Hwy 45

Vicksburg
Crown—S.O.S. Service Station, Hwy 80 & 61
• Phillips "66"—Motor Transportation Service, US 80

West Point
Texaco—Goat's Service Sta, State 45-W

Missouri

Altamont
• Phillips "66"—Temple Service Company, US 69 and State 6

Arnold
Flying A—Johnny's One Stop Station, US 67

Bethany
Phillips "66"—Cole and Myers, US 69

Butler
Phillips "66"—Ours Oil Company, US 71

Cameron
Phillips "66"—Red X Oil Co, US 69
• Phillips "66"—Red X Oil Co, US 36

Carthage

Continued on next page

Truck Stop Listing . . .

Continued from page 235

• Phillips "66"—Jessie Long, Jct. US 166 and Alt. 71

Columbia
Phillips "66"—Walters Hill Top Service, US 40 and State 240

Eagleville
Phillips "66"—Eagleville Oil Co, US 69

Excelsior Springs
Phillips "66"—"Y" Jct. Service Station, US 69 and State 10 ,

Hamilton
Phillips "66"—Hamilton Oil Co, US 36

Hannibal
Phillips "66"—Piper's Service Station, US 36-61
• Phillips "66"—Rocket Service Station, US 24-36

Independence
• Phillips "66"—Roett Truck Stop, US 40
• Texaco—E. P. Merritt, US 40 & Nolan Rd

Jasper
Phillips "66"—P. P. Hite, Hwy 71

Joplin
• Phillips "66"—K&K Oil, 3105 E. 7th
• Sinclair—Raymond's Truck Stop, 1201 E Seventh St, US 66 & 166

Kingdom City
• Phillips "66"—Lay's Service Station, US 40-54

Lancaster
• Phillips "66"—Judd's Eveready Service Station, US 63

Moberly
• Phillips "66"—Bel-Aire Service Station and Cafe, US 63 and 24
• Sinclair—Dorsey's Service Station, US 24 & 63
Sinclair—Ulrich Service, US 24

Mt. Vernon
• Phillips "66"—Stocker Oil, US 166

Odessa
Sinclair—Todd's Service Station, Hwy 40 & 131

Palmyra
• Phillips "66"—Hutch's Service, US 61-24

Pineville
• Phillips "66"—Chick Shaddox, Hwy 88

Poplar Bluff
• Sinclair—Swank's Service, Hwy 67 South

Princeton
• Phillips "66"—Hoover Oil Co, US 65 and 136

Rockport
• Phillips "66"—Top Kick Oil, US 275 and State 4

St. Louis
• Texaco—Quonset Serv Sta, US 66, near Kirkwood

Sedalia
Phillips "66"—Leonard's Service, US 65

Seneca
• Phillips "66"—Pat's Truck Stop, US 60

Springfield
Flying A—66 Bypass Terminal, US 66 and 66 Bypass
Phillips "66"—Seven Gables Service Station, US 66
Phillips "66" Truck Port, US 66
Phillips "66"—Young Oil Co, US 60, 160, 166
• Phillips "66"—Barclays Service Station, 847 North Glenstone
Sinclair—Paul's Service Station, US 166
Texaco—Carl Harper Service, 1537 N. Glenstone, US 66-65-60

HEAVY-DUTY

REFRIGERATION UNIT

POWER

backed by 2000 SERVICE STATIONS

• These refrigeration units have a dependable power source . . . Wisconsin Heavy-Duty Air-Cooled Engines.

A thermostat controls engine speed *automatically*. As refrigeration temperature rises, engine speeds up. When desired temperature is reached, engine "idles." The cycle is repeated again and again.

And backing up Wisconsin Engines are 2,000 service stations . . . several in your area.

Write for bulletin S-198, pinpointing the location of service stations and distributors. Tell us how many copies you need.

WISCONSIN MOTOR Corporation
MILWAUKEE 46, WISCONSIN
World's Largest Builder of Heavy-Duty Air-Cooled Engines

Sullivan
• Phillips "66" Terminal, US 66

Valley Park
• Flying A—Hunter's Truck Stop, US 66

Warrensburg
Sinclair—Homer Wilson, State 13, US 50

Montana

Garrison
Texaco—Warren Welch, Ark-Mo Line

Missoula
Union—Taber's Truck Stop, US 10-E

Nebraska

Beatrice
Sinclair—Trindels, US 77-N

Columbus
Phillips "66"—Nite and Day Service, US 6

Hastings
Phillips "66"—Dalton's Service, US 6, State 34 and 281
• Sinclair—Kent's Super Service, US 6 & 34

Omaha
Phillips "66"—Dutch Mill Service, US 275, State 31
Phillips "66"—Mystery, US 6, 275 and Alt 30

St. Paul
Phillips "66"—Jacobs Service, US 281, State 92, 24

South Yankton
Phillips "66"—Avenell Service, US 81, State 15

Nevada

Elko
Mobil—Parkside Service, east end of town, Hwy 40

Las Vegas
Flying A—Pete Bommarito's Service, S. Main & Cass Sts
Mobil—1000 South Main St, Hwy 91-93, 466-95
• Union—Andy Peterson, Hwy 91 and McCarran Field

Reno
Flying A—E. F. Staats Truck Station, 4th and Montello Sts, Hwy 40

Tonopah
Mobil—Main Street Service, Main Street, Hwy 95-6

Winnemucca
• Union—Welcome Inn Truck Stop, 2 mi west of town, Hwy 40

New Hampshire

No truck stops in New Hampshire reported to FLEET OWNER had extensive enough facilities to warrant inclusion in this listing. However, you can obtain a complete, mimeographed listing of all truck stops, including those published in this issue, by writing for it to FLEET OWNER, 330 W. 42 St., New York, N.Y. There will be no charge if the request is made on your company letterhead.

New Jersey

Belvidere
Flying A—Norton Oil Company

Bound Brook
• Atlantic—Sunset Truck Terminal, Rt 22

Clinton
Sinclair—Hillside Garage & Service Station, US 22

Glen Gardner
Flying A—DeRemers

Hampton
Sinclair—Mike's Service, Rt 69

Jersey City
Flying A—Tooley Truck Terminal

Mahwah
• Flying A—Reinauer Bros, Rt 17

Continued on next page

REPAIR
Truck Tubeless Tire
PUNCTURES
Permanently Safe!

Approved
BY FLEET OWNERS EVERYWHERE!

DILLECTRIC
"DEEP-CURE" VULCANIZED REPAIRS

Order No. 6691-G
DILLECTRIC "U" CLAMP OUTFIT
Includes truck tire "U" Clamp with secondary and ground wires, No. 6633 Buffer Kit, No. 5213-T Threading Tool, No. 5218 Pressure-Lube Gun and package of 25 No. 6626-25 Dillectric Nylon Patch units with Filler Rubber.

Always use this SAFE SURE Method

1 BUFF injury area thoroughly to completely remove all graphite mica and soap lubricants. Do not buff through liner.

2 LUBRICATE puncture hole with Pressure-Lube Gun and insert Filler Rubber with Threading Tool to seal and prevent moisture from entering puncture hole and deteriorating fabric plies.

3 APPLY "Dillectric" Nylon Patch over injury and vulcanize repair with Dillectric No. 6685 and "U" Clamp.

Order from your supplier or write for complete details

THE DILL MANUFACTURING COMPANY
700 East 82nd St., Cleveland 3, Ohio

Truck Stop Listing . . .

Continued from page 237

New Brunswick
• Texaco—Big T Truck Terminal, US 1

North Bergen
Sinclair—Soroco Truck Motels, Inc, 8901 Tonnele Avenue

Whitehouse
Sinclair—Whitehouse Truck Terminal, US 22

New Mexico

Anthony
• Phillips "66"—Frosty's Truck Stop

Deming
Phillips "66" Truck Terminal

Glenrio
• Phillips "66"—Texas Longhorn Service Station

Las Cruces
• Phillips "66"—Len's Truck Stop

Melrose
Phillips "66"—Gib's Service Station

Portales
• Phillips "66"—Fleetwood Truck Center

Truth or Consequences
• Phillips "66" Truck Terminal

New York

Buffalo
Texaco—Ben Glaser, 1425 Clinton St

Calverton
• Sinclair—Milligan's Truck Terminal, Rt 25, Middle County Road

Fultonville
• Texaco—Fultonville Truck Center & Motel

Irving
Atlantic—Ray Ryan, Rt 5 and 20

New York Thruway
Atlantic Refining Company, east bound between Xchs 26 and 27
Atlantic Refining Company, west bound between Xchs 38 and 39
Atlantic Refining Company, east bound between Xchs 40 and 41
Atlantic Refining Company, at Amsterdam
Atlantic Refining Company, at Warner

Orchard Park
• Frontier—Bain's Truck Stop, Southwestern Blvd, Rt 20

Pavillion
Texaco Town, US 20 & State 63

Williamson
Texaco—John Russell Jr, US 104

North Carolina

Apex
Pure—Seaboard Truck Station, US 1 and 64, 3 mi north of town

Bridgeton
Pure—Harvey Bros Truck Stop, US 17, N

Charlotte
Cities Service—Southside, South Blvd & McDonald St
• Cities Service Truckers Stop, North Hwy 29
• Pure Service, US 29 north, 1723 N Tryon St

Concord
• Texaco—Trucker's Center, US 29 & Ridge Rd

Dunn
• Atlantic—H. P. Johnson Oil Co, US 301

Garysburg
• Texaco—Mac's Truck Stop, US 301

YOU CAN TELL THE DIFFERENCE!

. . . Change to WOLF'S HEAD and you can tell the difference. It shows in lower costs per mile, reduced "downtime," lower overhaul and repair costs and increased engine life . . . *and you'll use less oil.* It's the kind of difference that adds up to profit for you—*and that's important!* So, get the *best*—get WOLF'S HEAD, 100% Pure Pennsylvania. It's refined three important steps *beyond* ordinary motor oils and scientifically fortified to clean as it lubricates. It's the motor oil with *a difference that counts!*

WOLF'S HEAD OIL REFINING CO., Inc. • OIL CITY, PA.

100% Pure Pennsylvania Scientifically Fortified — Member, Penna. Grade Crude Oil Association

FREE! Laboratory Control Plan

Ask about the Free WOLF'S HEAD Laboratory Control Plan. It can help reduce your operating costs substantially.

Goldsboro
- Pure—117 Truck Station, US 117-13, State 102

Mt. Airy
- Texaco—G. R. & Joe C. Haymore, US 52

Murfreesboro
Sinclair—Red Apple Service Station, US 258, State 35

North Wilkesboro
- Pure—Super Service Station, Int. Hwys 115, 268, 18, east

Sanford
- Texaco—James Cotton, US 1 & 15A

North Dakota

Devils Lake
- Texaco—Armour's Oil Co, US 2

Dunseith
- Pure—Dale's Truck Shop, Jct. Rts 5 & 3

Ohio

Akron
Atlantic—Orr Service and Supply, 700 Carroll St
Atlantic—Truckers' Motor Inn, Rts 224 and 8
- Pure—Anchor Truck Stop, US 224 & State 8, 1 mi S.E. of town
- Sinclair—Wright Truck Stop, US 224 (2 mi east of Akron)

Texaco—Dalton G. Smith, Rt 18, 2883 W. Market St

Alvada
Pure—Half Way Inn, Int. US 224 and 23

Ashtabula
- Texaco—Ashtabula Gas & Oil Co, No. Ridge Rd West, US 20

Botkins
- Pure—Halfway House Truck Stop, US 25, 1½ mi south of town

Bucyrus
- Pure—"Bus" Truck Stop, US 30N and 602

Pure—Point Place Truck Stop, US 30 N, 2 mi west of town

Byesville
Pure—Palmer's Service Station, US 21, W. Main and Millhone

Cambridge
Pure—Midway Truck Stop, US 22, 40, 4 mi west of town
- Sinclair—Green Valley Truck Stop, RFD 2, US 22 and 40
- Sinclair—National Truck Stop, Rts 22 & 40

Canfield
- Pure—Thomas Truck Stop, US 224

Carroll
Pure—Airport Service Station, State 33

Cecil
- Pure—Rush's Vagabond Village, US 24 & 127, 12 mi west of town

Cincinnati
Pure—Bob and Harry's Truck Stop, 2135 Spring Grove Ave
Sinclair—River Road Service, US 50 (4 mi east of Cleves)

Cleveland
Pure—Johnnie's Truck Stop, 4420 Payne Ave
- Pure—Leo's Super Truck Service, 1900 E. 55th St

Pure—Wenham's, 2723 Orange Ave

Columbus
Pure—Garner's Truck Service, 331 Dennison Ave, north of US 33

Conneaut
- Pure—State Line Service Center, US 20, Ohio-Penn. Line

Dennison
- Pure—Al's Truck Stop, US 250 & 36, 3 mi east of town

Dover
Pure—Haskett and McKinney, Rt 8 N

Frazeysburg
Pure—Rt 16 Truck Stop, Int. Rt 16 and Carlisle Rd

Fremont
Sinclair—Four Mile Truck Stop, US 20 (4 mi west of Fremont)

Hebron
- Pure—Buckeye Center, Int. Rts 79 & 40

Hillsboro
Sinclair—Rocky Fork Truck Stop, US 50 & State 70

Ironton
Texaco—Carl Moritz Serv Sta, 3030 So. Third St

Irwin
- Pure—Bennett's Truck Stop, Int. Rts 4 & 161

Lancaster
Pure—Woody's Truck Stop, US 22 and 37, ½ mi east of town
- Sinclair—Beren's Truck Stop, State 37, US 22

Lima
Pure—Dolson's Truck Stop, US 30, 25, 117

Lockbourne
Pure—Rothe, Rt 23, 6515 S High St

Lodi
- Atlantic—Triple "O" Service & Supply, Rt 224 and 42

London
Pure—Collier's Truck Stop, Int. Rts 29 & 42, 7 mi north of town

Lowellville
Atlantic—B & R Truck Stop, Rt 224, 2 mi east of Poland

Marysville
Pure—Hicks Truck Stop, Rt 31
Sinclair—F. C. Grubbs Truck Stop, US 33

Mason
Sinclair—E. R. Houston, US 42 (2 mi southwest of Mason)

Medina
Pure—Reed Oil, State 18 and Norwalk Rd

Mentor
Pure—Truckway Restaurant & Service Station, US 20

Morristown
Sinclair—L&J Truck Stop, State 26 & US 40

Newcomerstown
Sinclair—"21" Truck Stop, North College St, US 21

North Madison
- Pure—W. A.'s Hi-Truck Service, US 20 & Haines Rd

Norwalk
Pure—The Y Station, Rts 18 & 20
- Texaco—McCoy's Sales & Service, US 20 & State 18

Oak Hill
Pure—Oak Hill Terminals, State 75 N

Ohio Turnpike
Pure—East Bound, Int. 11, Towpath Service Plaza
Pure—West Bound, Int. 11, Great Lakes Service Plaza

Pataskala
- Sinclair—Travelers Truck Stop, US 40 (at Wagram)

Plain City
Pure—Houchard Oil Co, US 42, 301 Jefferson Ave

Richfield
Atlantic—Orr Service & Supply, Rt 21-W

Rising Sun
Pure—Idle-A-While Truck Stop, State 199, E

Rudolph
Pure—Dixie Truck Stop, US 25 & 68

Sandusky
- Texaco—G. M. Singler, Venice St, Rt 2 & US 6

Steubenville
- Pure—Wamsley's Truck Station, US 22, 4358 Sunset Blvd

Toledo
Pure—Bunde Bros Truck Stop, US 223 & by-pass 23, 24, 25
- Pure—Shankland's Truck Stop, Ohio-Mich. State Line, US 24

Pure—Woody's Service, Superior & Lafayette Sts
- Sinclair—T/L Truck Stop, 4108 Lagrange

Van Wert
Pure—Fitts and Mable, US 30, 1 mi east of town

Continued on next page

Truck Stop Listing . . .

Continued from page 239

Wapakoneta
Pure—Wapak Truck Stop, US 25 N

Wooster
• Sinclair—Tip Top Truck Stop, US 30 (4 mi east of Wooster)

Zanesville
Pure—Judy's Service & Restaurant, 1428 W Main, US 40

Oklahoma

Vinita
Sinclair—Scotties Truck Stop, US 66, 60 & 69

Warner
• Texaco—Harkey's Texaco Sta, US 64

Oregon

Baker
Phillips "66"—E Hwy 30

Blalock
Union—Stan's Truck Stop, Hwy 30

Canyonville
• Union—Alpine Union Service, Hwy 99

Myrtle Creek
Flying A—Tri-City Truck Station, 3 mi south of town, east side Hwy 99

Ontario
Phillips "66"—E Hwy 30

Portland
Chevron—Burns Bros, 620 S.E. Union Avenue

Redmond
Flying A—Kromer & Preston, Hwy 97, 1 mi south of town

Pennsylvania

Bedford
Atlantic—Ebersole's, Rt 220, Bedford Interchange

Camp Hill
• Atlantic—Three Gables, 32nd & Market Sts

Carlisle
• Atlantic—Twin Gables, Middlesex

Claysville
• Texaco—Ross Texaco, Rt 40

Cresson
• Texaco—Smithmyer's S/S, US 22

Enola
• Atlantic—Briggs Drive-In, Rts 11 and 15

Hickory Run
Atlantic—Patrick Kelly, near Whitehaven

Huntingdon
Cities Service—E. B. Heine, US Rt 22

Jonestown
Atlantic—Gerald P. Zeghman, New Rt 22

Lewistown
Cities Service—Logan's Service Station, US Rt 22

Mechanicsburg
• Texaco—Blessly & Kohler, US 11

New Castle
• Texaco—Bailey's Sales & Serv, 1130 Butler Ave

New Kingston
• Sinclair—Don Schlusser's Truck Stop, US 11

Ono
Flying A—Jonas Donmoyer

Pennsylvania Turnpike
Atlantic—Robert O'Meas, NE Turnpike Ext, at Allentown
Atlantic—W. Crook and C. Bowen, north side of turnpike, at King of Prussia
Atlantic—A. Kahler, south side of turnpike ext, at Neshaminy
Atlantic—A. Fehrenbach, north side of turnpike ext, at Neshaminy

Pottsville
Atlantic—Elmer Johnson, Rt 122
Atlantic—John J. Kenny, Jct. 209 and 901

Ronks
Atlantic—John Stumpf, Rt 30

Scranton
• Texaco—Bob & Ron, Rt 307

Shamokin Dam
• Atlantic—Fishers, Rts 11 and 15

Somerset
• Sinclair—Gilmour Super Service, North Center Ave, US 219

Washington
Texaco—West End Texaco, Rt 40

Wescosville
Texaco—Charles Noll, US 22

West Alexander
• Texaco—Hancher Texaco, Rt 40

Williamsport
Atlantic—Greystone Service Station, W. Third & Rose Sts

York
• Sinclair—Trail Service Center, Susquehanna Trail south, State 111

Rhode Island

No truck stops in Rhode Island reported to FLEET OWNER had extensive enough facilities to warrant inclusion in this listing. However, you can obtain a complete, mimeographed listing of all truck stops, including those published in this issue, by writing for it to FLEET OWNER, 330 W. 42 St., New York, N. Y. There will be no charge if the request is made on your company letterhead.

South Carolina

Allendale
Phillips "66"—Carolina Truck Stop, US 301

Anderson
• Pure—Sandra Ann Truck Stop, US 29, 3 mi south of town

Cheraw
• Pure—Cabin Creek Truck Stop, Junction 1 & 52

Effingham
• Sinclair—Carolina Truck Stop, Hwys 301 & 52

Florence
• Sinclair—Pee Dee Truck Stop, US 301 & 71

Georgetown
Pure—Georgetown Ice Co, US 17, 521, 701

Hartsville
Phillips "66"—Jimmy's Truck Stop, US 15

Newberry
Sinclair—MacArthur's Truck Stop, US 76 and State 19

North Augusta
• Pure—Amber Truck Stop, US 1 & 78

Summerton
• Phillips "66" Truck Stop

Sumter
Phillips "66"—Sumter Truck Stop, US 15

Taylors
• Texaco—Dixie Truck Stop, US 29

Ulmers
• Pure—Interstate Truck Terminal, US 301 & 321 north

Walterboro
• Pure—Fifth Wheel Truck Stop, US 15, 8 mi north of town

York
• Pure—Jay's Truck Stop, US 321 & State 161

South Dakota

Chamberlain
• Phillips "66"—Truck Arena Service, Hwy 16
Phillips "66"—Truck Arena Service, US 16, State 47 and 50

Kadoka
Texaco—E. W. Hortman, US 16

Mobridge
Phillips "66"—Wolf Service, US 12, State 8

Redfield
Phillips "66"—Teuber Service, US 281 and 212

Selby
Phillips "66"—Selby Service, US 12 and 83

Sioux Falls
• Phillips "66"—Vic & Jerry's Service, Hwy 16 and 38
Phillips "66"—Vic & Jerry's Service, US 16, State 9, 11 and 38
• Texaco—Pete's Super Service, 2405 E. 10 St, US 16, State 38

Vermillion
Phillips "66"—Evergreen Service, State 50 and 19

Watertown
Sinclair—Highway Service, US 212, State 20

Webster
Phillips "66"—Grosek Service, US 12, State 23 and 25

Yankton
Phillips "66"—Avenell Service, US 81, Nebraska 15

Tennessee

Chattanooga
Pure—Selvidge's Truck Stop, US 11 and 64, Silverdale
Pure—11 St Truck Stop, US 64 and 11, 439 E 11th St

Madisonville
• Pure—Wood's Truck Stop, US 411

Memphis
Pure—Willingham's Truck Stop, S 3rd and Crump Blvd
Texaco—W. R. Sweatman, 5181 Summer, US 70-79-64

Savannah
• Pure—Cherry's Truck Stop, US 64, State 15, 69, 128

Texas

Abilene
• Phillips "66"—Atwood Service Center

Adrian
• Phillips "66"—Briggs Service Station

Amarillo
Phillips "66"—Dick Arthur Service Station, 3705 NW 8th, US 66 West
• Phillips "66"—Frank Brown's Service, 800 N Buchanan, US 60 and 66
• Phillips "66"—Carroll Courts Service Station, 270 Canyon, US 87 and 60
• Phillips "66"—Pete & Sons Service Station, 5009 NE 8th, US 60 and 66
• Phillips "66"—Thompsons Service Station, 1605 N Fillmore, US 287 and 87
Sinclair—A to Z Service Station, 3rd & Adams—3 blks US 66

Andrews
Phillips "66"—Snappy Service
Phillips "66"—Speedway Service Station

Anson
Phillips "66"—Garretts Special
Phillips "66"—Hall & Lepard Service Station

Aspermont
Phillips "66"—G&M Oil Company

Big Spring
• Phillips "66"—Big Spring Terminal, West US 80

Boerne
• Phillips "66" Truck Stop, US 87

Brownfield
Phillips "66"—Pat Pattons Service Station

Bryan
• Sinclair—Forrest Jones, 1212 N College Ave—State Rt 6

Childress
Phillips "66"—Selman's Service Station, US 287 and 83

Colorado City
• Phillips "66"—Fuller Truck Stop, West US 80

Corrigan
• Sinclair—Edens Station, US 59 & 287

Cross Plains
Texaco—Yarbrough's, Hwy 36

Dalhart
Phillips "66"—Warren's Truck Stop

Del Rio
• Phillips "66"—Mills Service, US 90 West

Fort Stockton
Phillips "66"—Pattillo's Service, US 290, 285 and 90

Fort Worth
• Phillips "66"—Garritt Truck, N Main and 28th
• Texaco—Garret's Truck Center, 107 N.W. 28th
Texaco—Rosebud Service Sta, 2804 N.E. 28th

Gainesville
Sinclair—J. J. Hunter Service Station, Hwy 28 E, US 82
Sinclair—D. L. Rogers, East Hwy 82

Georgetown
Sinclair—J. W. Lackey Service Station, US 81

Henrietta
• Phillips "66"—Mitchells Truck Stop

Hereford
• Phillips "66"—Jeffs Service Station

Houston
Cities Service—Harvey Bauer, 1201 Broadway
Cities Service—Don Compton, 6739 Navigation Blvd
Cities Service—George English, 9701 Jensen Drive

Llano
• Sinclair—W. R. Robinson Service Station, Hwy 29 W

Longview
Texaco—US 80 Super Service, US 80-E

Lufkin
Sinclair—Rock House Service Station, US 59

Memphis
Phillips "66"—Phillips Bros. Service

Mineola
Texaco—Wallace Weaver, US 80

Mt. Pleasant
Texaco—Gene Gaddis, US 67

Nacogdoches
• Sinclair—Fifth Wheel Truck Stop, US 59, Rt 4

New Braunfels
• Sinclair—"Y" Service Station, Hwy 81 W

Pampa
• Sinclair Truck Stop, State 60, US 60

Plainview
Phillips "66"—Durwards Service Station, US 70-W

Refugio
Texaco—Norman's, US 77 & 183

Robstown
Texaco—W. C. Copeland, US 77 & State 44 Circle

Roby
Phillips "66"—Roby Truck Stop

San Antonio
• Texaco—A. J. Ploch S/S #2, US 90-E

San Marcos
• Sinclair—Juan Arrendondo Service Station, US 81
• Sinclair—Carsons, State 21-8, 123, US 81

Snyder
• Phillips "66"—McCormick Super Station, US 84 and 180

Sunset
Texaco—Weldon Elrod, US 287

Sweetwater
Phillips "66"—Eastside Truck Stop

Texline
Phillips "66"—Heaton Equipment Company

Van Horn
• Phillips "66"—Big Bend Truck Stop
Phillips "66"—Economy Truck Stop

Continued on next page

Truck Stop Listing . . .

Continued from page 241

Waco
Sinclair—Al's Service Station #2, Circle US 81
• Sinclair—Ed's Truck Stop, US 81 & 77, State 6

Waskom
Texaco—Easterling & Futch, US 80

West Columbia
Phillips "66"—Hatch's Service Station, Corner Hwy 35 and 36

Wichita Falls
• Phillips "66"—Phil-Up Phils

Utah

Delle
Texaco—Delle's Service

Heber City
Sinclair—Turner's Truck Stop, US 40

Orderville
Texaco—Heaton Garage

Salt Lake City
Chevron—Wally Taylor Truckar, 2180 S. State St
Mobil—Terry Hansen Truck Stop, 1479 Beck St, Hwy 89-91

Vermont

No truck stops in Vermont reported to FLEET OWNER had extensive enough facilities to warrant inclusion in this listing. However, you can obtain a complete, mimeographed listing of all truck stops, including those published in this issue, by writing for it to FLEET OWNER, 330 W. 42 St., New York.

Virginia

Amelia
Pure—Buddy's Place, US 360

Ashland
• Pure—Speed and Briscoe Truck Terminal, US 1
• Texaco—Kelly's Truck Terminal, US 1, near town

Bayview
Atlantic—Virginia Truck Center

Bowers Hill
• Pure—Frank's Trucking Center, Int. US 58, 13, 460

Bristol
• Atlantic Truck Stop, US 11, 7 mi east of town

Cana
• Texaco—Jimmie's Truck Stop, US 52

Chase City
Cities Service—Ferrell's Truck Stop

Colonial Heights
• Texaco—Truck Center, Petersburg Pike

Danville
Cities Service—Danville Truck Stop, US Rt 58

Emporia
• Cities Service—Emporia Truck Stop, US Rt 301
• Pure—Simmons Truck Terminals, US 301, 1 mi south of town

Exmore
Atlantic—Exmore Truck Center

Harrisonburg
• Cities Service—Harrisonburg Truck Terminal Inc, US Rt 11

Hewlett
• Sinclair—Jarrell's Truck Terminal, US Route 1, 26 mi north of Richmond

Hillsville
• Atlantic—APPOCO Truck Terminal, Int. US 221, State 100

Keysville
Pure—Betty's Truck Stop, US 15 & 360

Midway Island
• Sinclair—Columbia Truckers Terminal, US 1

Nelsonia
Atlantic—Kellam's Service Station

Continued on page 244

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DENVER, COLO.—*1375 Kearney St.*
DES MOINES, IOWA—*6th Floor, Hubbell Bldg.*
HOUSTON, TEX.—*6910 Fannin St.*
INDIANAPOLIS, IND.—*1112 N. Pennsylvania St.*
KANSAS CITY, MO.—*500 West 39th St.*
MINNEAPOLIS, MINN.—*212 Sixth St. South*
NEW YORK, N. Y.—*80 Broadway*
OMAHA, NEB.—*3212 Dodge Street*
RALEIGH, N. C.—*401 Oberlin Road*
SALT LAKE CITY, UTAH—*68 South Main*
ST. LOUIS, MO.—*4251 Lindell Blvd.*
TAMPA, FLA.—*3737 Neptune St.*
TULSA, OKLA.—*1708 Utica Square*
WICHITA, KAN.—*501 KFH Building*

Truck Stop Listing . . .

Continued from page 242

Norfolk
- Pure—B and B Truck Center, US 13 & 13-Y, 2 mi north of town

Pearisburg
Atlantic—100th Fuel Stop, State 100

Portsmouth
- Pure—Trucker's Rest, US 13, 217 W. Ocean Dr.

Richmond
- Pure Truck Stop, US 1 & 301, 2 mi south of town
- Texaco—Featherston's, US 1
- Texaco—Old Dominion Truck Term, Stop 29½ Petersburg Pike

Ruckersville
- Pure—29 Truck Stop, Int. US 29 & 33

Salem
Texaco—Glenvar Garage, US 11 & 460

South Hill
- Pure—Simmons Truck Terminals, US 1 & 58, 2 mi south of town

Suffolk
- Pure—Suffolk Truck Stop, Rts 13, 58, 460

Tasley
Pure—Gladding's Truck Center, US 13

Woodstock
- Texaco—Mac Truck Center, US 11

Washington

Burlington
- Union—Motor Haven, Hwy 99 and Chuckanut

Mt. Vernon
Chevron—Truck City, US Hwy 99-S, Route 3

Seattle
Mobil—Automotive Steam Cleaners, US 99, 4th Ave South & Horton St
Union—Truck Trailer Equip. Co, Airport and Lander

Tacoma
Chevron—Evergreen Automotive Center, US 99, 9 mi north of town

Walla Walla
Chevron—Les Lammers, 9th and Rose Sts

Yakima
Chevron—Ed Kendrick, 1327 S. 1st St

West Virginia

Berkley Springs
- Cities Service—Cacapon Park Service Station, US Rt 522

Cities Service—Paul Dudash Truck Stop, US Rt 15

Clarksburg
Texaco—Paul F. Pernell, US 50-W

Elkins
Texaco—Palace Service Sta, College & Randolph Sts

Fraziers Bottom
Pure—Green Gables Truck Stop, Rt 17

Gassaway
Texaco—J. C. Baker, Main St

Ripley
Pure—J and J Truck Stop, US 21 S

St. Albans
- Texaco—Paul E. Simpson, US 60

Triadelphia
Atlantic—Dorn's Truck Stop, US 40

Victor
- Texaco—G. Lee Massey, US 60

Wellsburg
Atlantic—L & M Service, State 2, south

Wisconsin

Darien
Pure—Wally's Dinner Bell Truck Stop, Int. US 14, 11, 89, 5 mi north of town

Madison
Sinclair—Raymond Hrabe Service Station, 2409 Broadway, US 12 & 18

Mauston
- Pure—Young's Truck Service, US 12 & 16, 3 mi NW of town

Milwaukee
Pure—Hwy 100 Belt Line Truck Stop, Int. US 45, State 36, 100

Oshkosh
Pure—Roet's Truck Stop, Int. US 41 & 45, 4 mi north of town

Portage
Pure—Speedway Truck Stop, Hwy 16 & 51, 4 mi south of town

Rice Lake
- Pure—Arrow Oil Co., US 53, south

Spring Green
- Pure—Heber's Truck Stop, Int. US 14, 23, 60

Stevens Point
Pure—Suchon's, US 51, south of Underpass

Sturtevant
Sinclair—Vance's Garage, Rt 1, US 41

Wyoming

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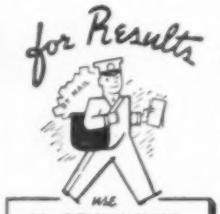

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Today's Toll Road Situation

Colorado

Denver-Boulder Turnpike—Full 17.3 miles open.
Passenger cars, pickups, panel delivery trucks: $.25 toll (1.4¢ per mile).
Trucks, buses, combinations: 50¢ toll (2.9¢ per mile).
For each axle over two: Additional 15¢ charge.

Connecticut

Connecticut Turnpike—full 123 miles (9 toll gates)
Passenger Cars: $2.10 total (1.7¢ per mile).

Florida

Buccaneer Trail—Full 17.5 miles open.
Automobiles, trucks, trailers: 50¢ toll (2.9¢ per mile).
Exact truck rates quoted on application.

Sunshine State Parkway—Miami to Ft. Pierce; full 110 miles open.
Passenger cars: $2.40 toll (2.2¢ per mile).
2-axle, dual tire trucks and buses (not over 6 tires): $3.75 toll (3.4¢ per mile).
3-axle, single unit truck; 3-axle tractor-trailer combination; 3-axle bus (max. 10 tires): $4.30 toll (3.9¢ per mile).
4-axle, truck-tractor semitrailer or truck-trailer combination; 2-axle house trailer with towing vehicle (maximum of 14 tires): $5.00 toll (4.5¢ per mile).
5-axle, truck-tractor semitrailer or truck-trailer combination; 3-axle house trailer with towing vehicle (maximum of 18 tires): $6.00 toll (5.5¢ per mile).
Single axle, semi-trailer; house-boat utility (pulling vehicle takes own classification; rate for trailer only): $1.20 toll (1.1¢ per mile).

Georgia

Brunswick-St. Simon Causeway—Full 11.1 miles open.
Passenger cars: 50¢ toll.
Truck: 90¢ toll.
Bus, city franchise: 50¢ toll.
Bus, 1 to 2 tons: 60¢ toll.
Bus, 2 to 3 tons: $1.00 toll.
Bus Passengers: 10¢ each.
2-ton truck: $1.20 toll.
2½-ton truck: $1.50 toll.
3-ton truck: $1.80 toll.
Trailer: Toll varies with weight.

Illinois

Chicago-Rockford-Beloit—88.4 miles open.

Chicago Belt Line—80.2 miles to open 1959.

Maywood-Aurora—24.7 miles to open this year. This is part of the East-West Turnpike (See Indiana).

Indiana

East-West Turnpike—Full 156 miles open.
Passenger cars, light vehicles (4 tires): $1.95 toll (1.3¢ per mile).
Above with single-axle trailer: $4.70 toll (3¢ per mile).
Above with 2-axle trailer: $7.45 toll (4.8¢ per mile).
2-axle commercial vehicle: $2.75 toll (1.8¢ per mile).
3-axle commercial vehicle: $5.50 toll (3.5¢ per mile).
4-axle commercial vehicle: $8.25 toll (5.3¢ per mile).
5-axle comercial vehicle: $11.00 toll (7.1¢ per mile).
6-axle commercial vehicle: $13.75 toll (8.8¢ per mile).
Special, oversize or unusual vehicle: $18.75 toll (12¢ per mile).

Kansas

Kansas Turnpike—236 miles open (Kansas City via Topeka, Wichita to Oklahoma line).
Automobile; hearse; station wagon; single unit truck or tractor 2 axles, 4 tires: $3.80 toll (1.6¢ per mile).
Single unit truck or tractor, 2 axles, 6 tires: $5.40 toll (2.3¢ per mile).
Single unit truck or tractor, 3 axles: $6.30 toll (2.7¢ per mile).
Tractor-semitrailer, 3-axles; single unit truck or tractor, 2 axles, 6 tires, with single axle trailer: $7.20 toll (3.1¢ per mile).
Tractor-semitrailer, 4 axles; single unit truck, 4 axles; single unit or tractor, 2 axles, 6 tires, with 2-axle trailer; single unit truck or tractor, 3 axles, with single axle trailer: $8.00 toll (3.4¢ per mile).
Tractor-semitrailer; tractor or truck with trailer, 5 or more axles: $9.00 toll (3.8¢ per mile).
Busses: $7.20 toll (3.1¢ per mile).
Automobile with trailer: $5.40 toll (2.3¢ per mile).

Kentucky

Kentucky Turnpike—40 miles open (Elizabethtown to Louisville).
Passenger cars, light trucks: 60¢ toll (1.5¢ per mile).
2-axle, single unit truck; 2-axle bus: 90¢ toll (2.3¢ per mile).
3-axle, single unit truck, 3-axle bus: $1.35 toll (3.4¢ per mile).
4-axle tractor-semitrailer combination: $1.80 toll (4.5¢ per mile).
Axles over 4, charge per extra axle: 45¢.
Special vehicles: Tolls fixed by Highway Department.

Massachusetts

Massachusetts Turnpike—123 miles (Boston to New York line).
Passenger cars: $2.45 toll (2¢ per mile).
Single axle trailer: $3.10 toll (2.5¢ per mile).
2-axle trailer: $3.70 toll (3¢ per mile).
Light 2-axle truck: $2.45 toll (2¢ per mile).
Medium 2-axle truck: $4.35 toll (3.5¢ per mile).
3-axle truck: $5.55 toll (4.5¢ per mile).
4 or more axles: $6.85 toll (5.6¢ per mile).
Busses: $6.85 toll (5.6¢ per mile).

Maine

Maine Turnpike—133.2 miles open (Portsmouth to Augusta).
Passenger cars: $1.95 toll (1.5¢ per mile).
Trucks under 7000 lb: $1.95 toll (1.5¢ per mile).
Trucks 7001-16,000 lb: $2.60 toll (2¢ per mile).
Trucks 16,001-32,000 lb: $3.25 toll (2.4¢ per mile).
Trucks 32,001-50,000 lb: $4.65 toll (3.5¢ per mile).
Bus—12 passengers or less: $2.60 toll (2¢ per mile).
Bus—13 passengers or more: $4.65 toll (3.5¢ per mile).

Michigan

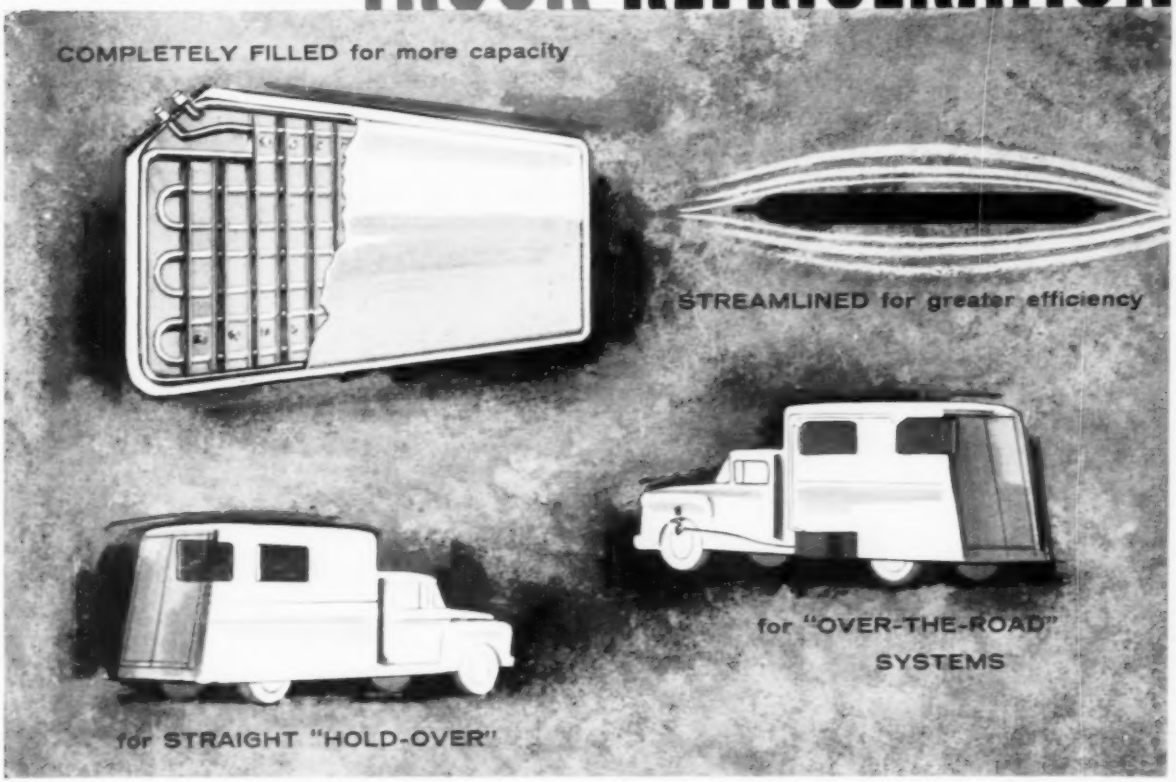
Detroit Expressway—23 miles to open in 1958.

New Hampshire

Central Turnpike—Full 38.7 miles open.
Automobiles, light trucks: 50¢ (1.3¢ per mile).
Other trucks and combinations: 50¢ per axle.
Busses: $1.50 per axle.
One-third discount for tokens.

Continued on page 248

KOLD-HOLD® TRUCK REFRIGERATION



KOLD-HOLD® truck plates give extra cooling capacity

KOLD-HOLD "Hold-Over" plates are designed to produce more refrigeration faster than any other plate on the market. The streamlined design induces a rapid sweep of air over the plate surface for exceptionally fast pull-down.

Furthermore, each plate is completely filled with eutectic solution with no ineffective pockets without refrigeration.

For top value in plate refrigeration, investigate KOLD-HOLD plates for your trucks . . . as straight "Hold-Over" plates or as lo-sides with MARK and CROWN continuous truck refrigeration systems.

KOLD-HOLD®
DIVISION
Tranter Manufacturing, inc.
231 E. Hazel St., Lansing 9, Michigan

ask the KOLD-HOLD man in your area for help with your truck refrigeration problems

BOSTON 16, MASS.
F. W. Smith
25 Huntington Ave.
Copley Square

CHICAGO, ILL.
R. S. Warner
704 S. Yale
Villa Park, Ill.

DALLAS, TEXAS
Lee J. Freitas
2516 W. Mockingbird Lane

DENVER 17, COLO.
A. J. Nelson
P. O. Box 5502

KANSAS CITY, KANS.
Samuel W. Johnson
P. O. Box 163
Muskogee, Oklahoma

LOUISVILLE 6, KY.
H. H. Emler, Jr.
843 E. Main Street

LOS ANGELES 4, CALIF.
Kold-Hold Pacific Co.
203 S. Western Avenue

MINNEAPOLIS, MINN.
C. P. Richardson
4812 West 70th Street

NASHVILLE 4, TENN.
M. H. Gwynn
4231 Franklin Road

NEW YORK, N. Y.
Kold-Hold Atlantic Co.
104 100th Street
Ozone Park 16, N.Y.

PHILADELPHIA, PA.
H. C. Hoover
691 Knox Road
Wayne, Pa.

ROCHESTER 13, N. Y.
A. E. Hutson
671 Ridgeway Ave.

ST. LOUIS 21, MO.
Wm. J. Bagley
1332 Willingham Dr.

SEATTLE 1, WASH.
O. C. Yates
2609 Second Avenue

TOLEDO 13, OHIO
R. D. Spitler
4835 Oakridge Drive

FOREIGN
Silcox Refrigeration Company
70 Pine St.
New York 5, N. Y.

Toll Road Listing . . .

Continued from page 246

New Hampshire Turnpike—14.7 miles open (Seabrook to Portsmouth).
Automobiles, station wagons, jeeps, pickups and panel delivery trucks: 20¢ toll (1.4¢ per mile).
Trucks other than above: 20¢ per axle.
Busses: 60¢ toll (4.1¢ per mile).

Spaulding Turnpike—24 miles open.
Open from coast to Dover (8 miles).
Automobiles, pickups, panel delivery trucks: 30¢ toll (1.32¢ per mile).
Other trucks and combinations: 30¢ per axle.
Busses: 90¢ per axle.
One-third discount for tokens.

New Jersey

Garden State Parkway—173.5 miles open.
Passenger cars, light trucks: $2.25 toll (1.4¢ per mile).
Busses: $6.25 toll (3.8¢ per mile).
Truck, 2-5 ton*: $1.55 toll (1.8¢ per mile).
Truck, 5 tons and over*: $2.20 toll (2.5¢ per mile).
Truck-tractor and semitrailer*: $3.30 toll (3.8¢ per mile).
Truck or tractor and full trailer*: $4.40 toll (5¢ per mile).
* *Permitted on Lakewood-Cape May section only—88 miles.*

New Jersey Turnpike—117.6 miles open.
Passenger car; 2 axle, 4 tire truck: $1.75 toll (1.5¢ per mile).
2 axle, 4 tire truck with trailer: $3 toll (2.6¢ per mile).
2 axle, 6 tire truck; 2 axle tractor without semitrailer: $3.50 toll (3¢ per mile).
3 axle, single unit truck, 3 axle tractor without semitrailer: $4.00 toll (3.4¢ per mile).
3 axle tractor-semitrailer combination, 2 axle dual tire truck with single axle trailer: $4.50 toll (3.8¢ per mile).
4 axle single unit truck, any dual tire truck and trailer with 4 or more axles: $5.00 toll (4.3¢ per mile).
Bus: $3.50 toll (3¢ per mile).

New York

Westchester County Parkways—26.3 miles open (Saw Mill River and Hutchinson River Parkways).
Passenger car: 10¢ toll (.4¢ per mile).

Cross County Parkway—4 miles open.
Passenger car: 10¢ toll (2.5¢ per mile).

Long Island Parkways—58.1 miles open, as follows:
Meadowbrook and Loop Causeways—8.3 miles.
Wantaugh Causeway—5.1 miles.
Captree Parkway—4.2 miles.
Southern State Parkway—40.5 miles.
Passenger car: 10¢ toll.
Special vehicles: 35¢ toll in winter; 75¢ toll in summer.

New York Thruway—427 miles open; Niagara Section (21.8 miles) to open in 1959; New England Section (15.1 miles) to open in 1958; Berkshire Section (24 miles) to open 1958. Cent per mile figures on present mileage.
Passenger car*: $5.00 toll (1.2¢ per mile).
Passenger car with trailer, light truck with trailer, 3 axle tractors: $7.00 toll (1.6¢ per mile).
Single unit truck—4 tires, 2 axle tractors: $5.00 toll (1.2¢ per mile).
Single unit truck—6 tires: $8.00 toll (1.9¢ per mile).
Single unit truck, auto transporters, 3 axles: $13.95 toll (3.3¢ per mile).
Combinations—3 axles: $17.95 toll (4.2¢ per mile).
Combination, 4-6 axles: $19.90 toll (4.7¢ per mile).
Busses: $13.95 toll (3.3¢ per mile).
**Erie section (41 miles) $.85 toll (2.1¢ per mile).*

Ohio

Ohio Turnpike—241.4 miles open.
0-7000 lb gvw: $3.00 toll (1.2¢ per mile).
7001-15000 lb gvw: $5.00 toll (2.1¢ per mile).
15,001-23,000 lb gvw: $6.50 toll (2.7¢ per mile).
23,001-32,000 lb gvw: $8.00 toll (3.3¢ per mile).
32,001-42,000 lb gvw: $9.50 toll (3.9¢ per mile).
42,001-53,000 lb gvw: $10.60 toll (4.4¢ per mile).
53,001-65,000 lb gvw: $12.75 toll (5.3¢ per mile).
65,001-78,000 lb gvw: $18.50 toll (7.7¢ per mile).
78,001-90,000 lb gvw: $26.50 toll (11¢ per mile).

Oklahoma

Turner Turnpike—88 miles open (Tulsa-Oklahoma City).
Passenger car: $1.40 toll (1.6¢ per mile).
Light truck: $2.00 toll (2.3¢ per mile).
Heavy truck: $3.00 toll (3.4¢ per mile).
Tractor-trailer: $4.00 toll (4.5¢ per mile).
Bus: $3.00 toll (3.4¢ per mile).

Will Rogers Turnpike—88.5 miles (Tulsa to Missouri line).
Passenger car: $1.45 toll (1.6¢ per mile).
Passenger car with trailer: $1.95 toll (2.2¢ per mile).
Light truck: $1.95 toll (2.2¢ per mile).
Heavy truck: $3.00 toll (3.4¢ per mile).
Combinations: $4.00 toll (4.5¢ per mile).
Busses: $3.00 toll (3.4¢ per mile).

Pennsylvania

Pennsylvania Turnpike—569.6 miles open. Charges based on present length opened. Car, truck 7000 lb or less: $3.75 toll (1¢ per mile).
Truck or combination, 7000-15,000 lb: $7.10 toll (2¢ per mile).
Truck or combination, 15,001-19,000 lb: $9.40 toll (2.6¢ per mile).
Truck or combination, 19,001-30,000 lb: $11.55 toll (3.2¢ per mile).
Truck or combination, 30,001-45,000 lb: $17.50 toll (4.9¢ per mile).
Truck or combination, 45,001-62,000 lb: $23.00 toll (6.4¢ per mile).
Special permits—vehicles 62,001-80,000 lb: $34.50 toll (9.6¢ per mile).
Special permits—vehicles 80,001-100,000 lb: $46.00 toll (12.8¢ per mile).
Busses: $13.75 toll (3.8¢ per mile).
Above charges are approximate.

Texas

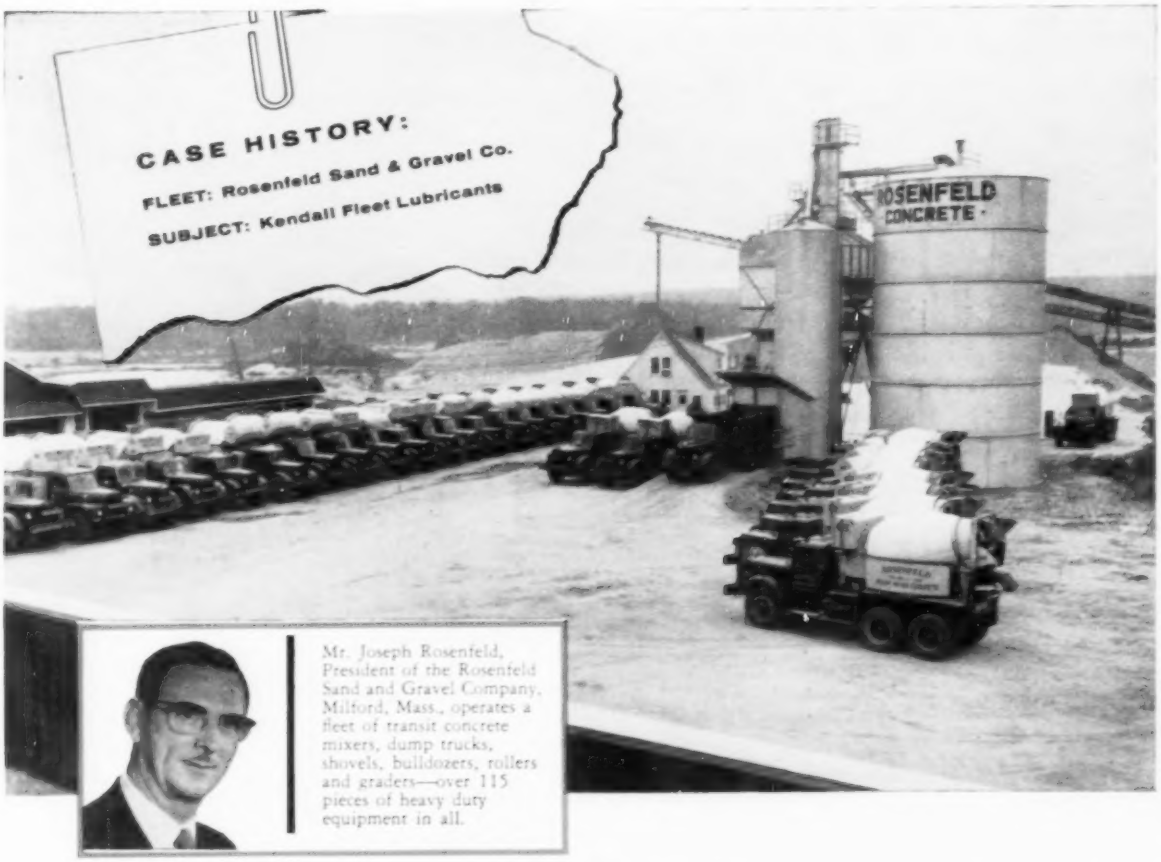
Dallas-Fort Worth Toll Road—30.5 miles.
Passenger cars: $.50 toll (1.6¢ per mile).
2-axle dual-tired trucks; busses: $.75 toll (2.5¢ per mile).
3-axle single unit, 3-axle semitrailer, 3-axle busses—not over 10 tires: $1.00 toll (3.3¢ per mile).
Vehicles with more than 10 but less than 14 tires: $1.25 toll (4.1¢ per mile).
Vehicles with from 14 to 18 tires: $1.50 toll (4.9¢ per mile).
Vehicles over 18 tires—$3.00 toll (9.8¢ per mile).

Virginia

Richmond-Petersburgh Toll Road—34.7 miles open 1958.

West Virginia

West Virginia Turnpike—87.6 miles open.
Passenger car: $1.95 toll (2.2¢ per mile).
Pickup, panel—2 axle, 4 tire: $2.00 toll (2.3¢ per mile).
2 axle duals, 2 axle tractor without trailer, school bus: $3.00 toll (3.4¢ per mile).
3 axle single unit truck, 3 axle tractor without trailer: $4.00 toll (4.6¢ per mile).
3-4-5-6 axle truck, tractor-trailer combination, commercial bus: $6.50 toll (7.4¢ per mile).



Mr. Joseph Rosenfeld, President of the Rosenfeld Sand and Gravel Company, Milford, Mass., operates a fleet of transit concrete mixers, dump trucks, shovels, bulldozers, rollers and graders—over 115 pieces of heavy duty equipment in all.

"KENDALL LUBRICANTS—A KEY FACTOR IN OUR PROFITS FOR OVER 20 YEARS,"

states Mr. Rosenfeld, President.

Some of the quality Kendall Fleet Lubricants used by the Rosenfeld Company are:

- F-L Oil (S-HD)
- Non-Detergent Motor Oil
- No. 41 A Oil
- 90-140 All Oil Gear Lube
- 90-140 Hypoid Gear Lube
- SR-1 Gear Lube
- Kenlube S-831 Wheel Bearing
- Kenlube S-825
- Kenlube S-816
- Kenlube S-823 Fibre Grease
- Kenlube M-612 High Temp.—Light
- Kenlube M-621 High Temp.—Reg.

All are refined exclusively by advanced processes from 100% Bradford Grade Pennsylvania Crude Oil, world's richest, to meet specialized fleet lubrication requirements.

"We've used Kendall Lubricants exclusively for over 20 years," reports Mr. Rosenfeld. "The detailed maintenance and service records we've kept on every piece of equipment give us proof of the results right to the penny. Kendall motor oils and greases have returned many times their cost through decreased maintenance expenses. Our equipment down time has been remarkably low. We get thousands of extra miles of service between overhauls, and we've added significantly to operational time between oil drain and lubrication intervals."

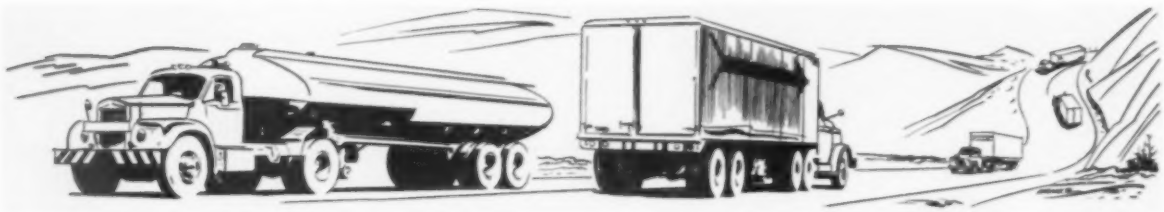
Kendall Quality Lubricants Can Help Improve Your Profit Picture, Too. For The Name Of Your Nearest Kendall Distributor, Write

KENDALL REFINING COMPANY
BRADFORD, PENNSYLVANIA
Lubrication Specialists since 1881

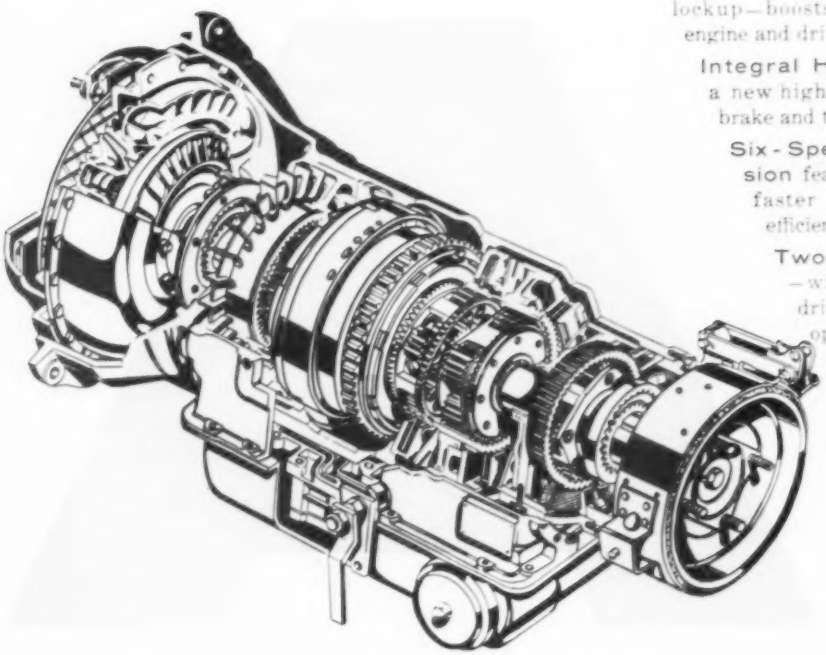
SUPERB KENDALL 2000 MILE OIL

Whether you own 1 truck — 5 trucks — or 50 trucks

the Allison Fully Automatic Truck Transmission will enable you to haul more payload — faster — safer — and at lower cost than



ever before — in every type of trucking service



Only the Allison *fully automatic* truck transmission gives you *all* these cost-saving features:

Torque Converter featuring direct-drive lockup — boosts operating efficiency — slashes engine and drive-line maintenance.

Integral Hydraulic Retarder — brings a new high in road safety — a new low in brake and tire maintenance.

Six-Speed Automatic Transmission featuring Triple-Drive Range — for faster trip time — increased driver efficiency.

Two Power Take-Off Openings — with exclusive torque converter drive for more power and faster operation of auxiliary equipment.

Allison Automatic Transmissions are currently sold by leading truck manufacturers under various trade names. Find out how an Allison fully automatic truck transmission can repay its modest cost many times over in *your* trucking operation. See your truck dealer or write:

ALLISON DIVISION OF GENERAL MOTORS, Indianapolis 6, Indiana

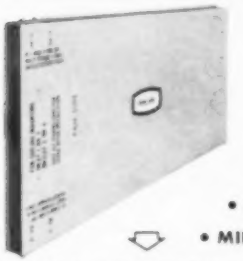
Allison TORQMATIC **TORQMATIC® DRIVES**

FLEET OWNER "ME" AWARD WINNING
COMPANIES USE **DOLE** EQUIPMENT

DOLE TRUCK REFRIGERATION

THE "STANDARD" IN THE INDUSTRY FOR OVER 30 YEARS!

For Uniform Product Temperature



Cold-Cel
TRUCK PLATES

- FASTER PULLDOWN
- MAXIMUM HOLDOVER
- MINIMUM MAINTENANCE

Available in various sizes, thicknesses and eutectic temperatures
Write for Engineering Catalog CE

Holdover for Stopovers!

Truk-Cel
EUTECTIC BLOWER UNITS

A compact holdover blower system that maintains uniform temperature in any high temperature truck body

- Sanitary, compact, light in weight
- Easily installed, simple in operation
- Utilizes a minimum of floor space

Write for Engineering Catalog CBE

DOLE REFRIGERATING COMPANY
5952 NORTH PULASKI ROAD, CHICAGO 30, ILLINOIS
103 PARK AVENUE, NEW YORK 17, N. Y.
Dole Refrigerating Products Limited, 44 Elgin Street, Brantford, Ont.

DOLE THE Cel LINE

MANUFACTURERS OF THE *Cel* LINE

Dry-Ice Outlets for Reefer Routing

Ever have to send a cargo that might spoil out of its way to pick up ice? It's an expensive way to operate. And it isn't necessary if you have a list of sources along your shortest route. Starting on the next page, you'll find a state-by-state, city-by-city directory of stops that can supply your vehicles on the road.

You can get faster routing . . .

. . . with added confidence that you won't lose valuable shipments through spoilage. Manufacturers cooperated with Fleet Owner to get up the most comprehensive listing available, covering all 48 states and Canada. When you have vehicles ready to go into unfamiliar territory, your guide to ice outlets will allow you to plan exactly, remove any doubts from your mind.

This list is up-dated . . .

. . . from last year's, to include new companies that have opened up, and eliminate the problem of stopping at places no longer in business.

Dry Ice: 447 Places to Get It

ROUTING REEFERS a headache? Logging extra miles and hours in order to hit points where drivers can stock up on dry ice? Then this list can save you hours and dollars—now you can see at a glance all the dry ice outlets on most routes throughout the country.

Manufacturers and suppliers of dry ice have reported to FLEET OWNER the names, addresses and telephone numbers of local companies supplying their product. These are arranged alphabetically by states, cities within states, and individual outlets within cities.

At almost every outlet, service is available all hours of the day and night—if you telephone ahead.

The manufacturer supplying the outlet is identified by its initials in parentheses in every listing. These are:

CC—Cardox Corp.
307 N. Michigan Ave., Chicago 1.

LCC—Liquid Carbonic Corp.
3100 S. Kedzie Ave., Chicago 23.

MC—Merchant's Chemical Co.
3100 S. California Ave., Chicago 8.

OMCC—Olin Mathieson Chemical Corp.
Mathieson Bldg., Baltimore 3.

NCG—National Cylinder Gas Co.
840 N. Michigan Ave., Chicago 11.

PCC—Pure Carbonic Co.
150 E. 42 St., New York 17.

SIG—Schwartz Industrial Gases and Chemicals
P.O. Box 1702, 1600 E. 11th, El Paso, Tex.

UIC—Union Ice Co.
1525 Industrial St., Los Angeles 21.

WIG—Witt Ice & Gas Co.
625 E. 61 St., Los Angeles 1.

Alabama

Birmingham

Liquid Carbonic (LCC), 904 1st Ave North (rear), *BIrmingham 4-3882*

Mathieson Dry Ice Warehouse (OMCC), 5 South 20th St, *ALpine 2-7244*

Pure Carbonic (PCC), 124 South 16th St, *FAirfax 3-1626*

Mobile

Alabama Cartage Co (PCC), Water & Eslava St, *HEmlock 3-2811*

Liquid Carbonic (LCC), 1401 Brooke Ave, *GReenwood 9-3548*

M & H Distributing Co (PCC), 2450 Government St, *Garden 6-9121*

Montgomery

Pure Carbonic (PCC), 509 North Perry St, *AMherst 2-6868*

Arizona

Phoenix

Cardox Corp (CC), 417 W. Jackson St, *ALpine 3-4698*

Liquid Carbonic (LCC), 246 South First Ave, *ALpine 4-1936*

Witt Ice & Gas Co (WIG), 602 West Jackson St, *ALpine 8-2274*

Tucson

Buzz-Bees Shell Service (LCC), 2125 South 12th Ave and Freeway, *MAin 4-6524*

Service & Supply Co. (SIG), 1819 East Limberlost, *EA 6-3673*

Witt Ice & Gas Co (WIG), 124 East 7th St, *MAin 2-1232*

Wilcox

Lindsey Ice Co (SIG), Hwy 86-W, *DUdley 4-2431*

Arkansas

Little Rock

Pure Carbonic (PCC), 1201 East 2nd St, *FRanklin 4-8550*

Soda Fountain Service Co. (LCC), 2415 West Fifth St, *FRanklin 4-6091*

North Little Rock

Broadway Ice Co (LCC), 2101 East Broadway, *WIndsor 5-1926*

West Memphis

Gateway Pure Truck Stop (CC), Jct. Hwys 61 and 70, *RE 5-9062*

California

Anaheim

Union Ice Co (UIC), 117 South Vine, *KEystone 5-5206*

Bakersfield

Union Ice Co (UIC) 3401 Chester Ave, *FAirview 7-3016*

Berkeley

Pure Carbonic (PCC) 3rd & Virginia Sts, *LAndscape 6-2155*

Claremont

Union Ice Co (UIC), 128 Oberlin Ave, *LYcoming 5-1648*

Escondido

E. J. Hatlestad (UIC), Sunkist Orange Packing House, *SHerwood 5-4671*

Fresno

Flat Top Flying "A" (PCC), 2919 Hwy 99, *Amherst 6-9967*

Pure Carbonic (PCC), 2396 South Railroad Ave, *ADams 3-2233*

Valley Ice Co (LCC), 2035 Cherry Ave, *FResno 2-6145*

Glendale

Union Ice Co (UIC), 5310 San Fernando Rd, *HOllywood 9-2944, CItrus 1-2181*

Hanford

Liquid Carbonic (LCC), 427 W. 7th St, *LUdlow 2-0351*

Hayward

Union Ice Co (UIC), 2124 "A" St, *ELgin 1-5615*

Hollywood

Union Ice Co (UIC), 6665 Santa Monica Blvd, *HOllywood 9-2944*

Indio

Coachella Valley Ice (UIC), South Hwy 99, *COachella 7-3574*

Inglewood

Pure Carbonic (PCC), 1513 Centinela Ave, *ORchard 4-2521*

Long Beach

Union Ice Company (UIC), 625 W. Anaheim, *LOng Beach 6-9924, TErminal 3-3522*

Los Angeles

Cardox Corp (CC), 151 North Ave 19, *CApital 1-6191*

National Cylinder Gas Co (NCG), 5603 East Randolph Street, *RAymond 3-3577*

Pure Carbonic (PCC), 4848 Long Beach Ave, *ADams 1-9361*

Stuart Oxygen Co (LCC), 2652 East Twelfth St, *ANgelus 8-4171*

Union Ice Co (UIC), 6100 East Sheila St, *RAymond 3-6568*

Union Ice Co (UIC), 660 South Alameda St, *MIchigan 4161*

Witt Ice & Gas Co-Cal. (WIG), 1003 East 5th St, *ADams 3-4128*

Modesto

Fines Ice & Fuel Co (UIC), 500 Block 11th St, *LAmbert 2-8486*

Fresno Consumers Ice Co (LCC), Coldwell & US 99, *MOdesto 2-8386*

J. S. West Ice Service Co (PCC), 709 Ninth St, *LAmbert 4-3128*

Mountain View

Union Ice Co (UIC), Mariposa Ave & Villa St, *YOrkshire 7-6938*

Union Ice Co (UIC), 2240 Filbert St, *GLencourt 1-6321*

Oakland

Cardox Corp (CC), 1118 Fifth Ave, *OAkland 4-8554*

Liquid Carbonic (LCC), 901 Embarcadero, *GLencourt 1-4100*

Oceanside

Union Ice Company (UIC), 421 South Cleveland, *SAratoga 2-2353*

Orange

Oxygen Service Corp (PCC), 2020 West Chapman, *KEllogg 8-3571*

Oxnard

Union Ice Co (UIC), 125 South Harrison Ave, *HUnter 3-2265*

Palmdale

Palmdale Refrigeration Co. (UIC), 602 East Ave, *WIndsor 7-4121*

Pomona

Pomona Valley Ice Co (WIG), 1163 2nd St, *LYcoming 9-5251*

Rialto

Truck City Chevron Station (UIC), 101 East Valley Blvd, *COlton: TR 7-9818*

Riverside

National Ice & Cold Storage (PCC), 3115 12th St, *OVerland 3-1060*

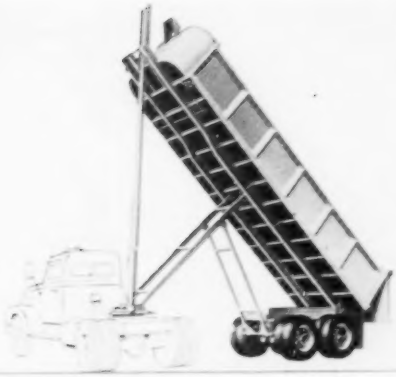
Riverside Ice Co (UIC), 3110 14th St, *OVerland 3-1730*

Sacramento

Crystal Ice & Cold Storage Co (PCC), 1812

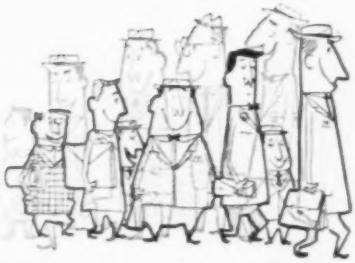
Continued on page 254

NO. 1 STOP SIGN FOR AMERICA'S TRUCKERS



New Dump Trailer . . .

. . . (Model 254-FG), introduced by Trailmobile, features a frame which is an integral part of the body. Body is hinged at rear of tandem fram, allowing a floor height of 43½-in. when elevated—at same time, permitting all wheels to remain on the ground. This "framless" trailer is said to be up to 3000 lb lighter than conventional models. Use of a bail or lifting hoop allows the hoist hinge point to be located at the bottom of the body. Over-all width is 95-in—inside width, 88-in. The new model has running boards and tailgate cross members which shed spilled material at loading site, thus preventing highway litter.



Men on the Move

Now available in a *new edition . . .* with *new figures.*

This popular booklet points up the important sales problem of personnel turnover in industry. Out of every 1,000 key men (over a 12-month period) 343 new faces appear . . . 65 change titles . . . 157 shift . . . and 435 stay put. These figures are based on average mailing address changes on a list of over a million paid subscribers to McGraw-Hill magazines.

Write us for a free copy

Company Promotion Department

McGraw-Hill Publishing Co., Inc.

330 West 42nd Street,
New York 36, New York

Dry Ice Outlets . . .

Continued from page 252

17th St, *GIlbert 3-2573*
National Ice & Cold Storage Co (LCC), 831 "D" St, *GIlbert 3-1961*

San Bernardino
Union Ice Co (UIC), 340 "I" St, *SAn Bernardino 4-2151*

San Carlos
Liquid Carbonic (LCC), 767 Industrial Rd, *LYtell 1-0753*

San Diego
Cardox Corp (CC), 312 Eleventh St, *FRanklin 3434*
Pure Carbonic (PCC), 301 West "G" St, *BElmont 9-6855*
Union Ice Co (UIC), 145 West Market St, *BElmont 2-8121*

San Fernando
Union Ice Co (UIC), 640 Truman St, *EMpire 1-2215*

San Francisco
Larry Barrett's Service (UIC), 3400 Third St, *VAlencia 4-9905*
Larry Barrett's Service (UIC), 8th & Harrison Sts, *UNderhill 1-5010*
National Ice & Cold Storage Co (LCC), 1150 Sansome St, *ELrook 2-4370*
National Ice & Cold Storage Co, (PCC), 8th & Townsend Sts, *HEmlock 1-8818*

San Jose
Martin Fire Equipment Co (LCC), 822 Emory St, *CYpress 5-4831*
Union Ice Co (UIC), 804 West San Fernando, *CYprus 2-4636*

San Leandro
National Cylinder Gas Co (NCG), 1588 Doolittle Dr, *LOckhaven 2-3535*

Santa Clara
Security Warehouse & Cold Storage (PCC), 701 Campbell Ave, *AXminster 6-4665*

Santa Maria
Brea Chemical Co (PCC), Battles Lease, *WOodland 5-7606*

Stockton
Connell Motor Truck Service (LCC), 2211 N. Hwy 99, *HOward 6-8984*
Garvey Truck Service (UIC), US 99 Freeway & Cherokee Lane, *HOward 5-5965*
Union Ice Co (UIC), 425 Union St, *HOward 4-4721*

Van Nuys
Union Ice Co (UIC), 14260 Calvert St, *HOllywood 9-2944, STate 5-1143*

Ventura
Cardox Corp (CC), *MIller 8-2549*

Watsonville
Krystal Ice Oxygen Equipment Co (NCG), 4 River St, *PArkway 4-3925*
National Ice & Cold Storage (PCC), Kearney St Extension, *WAtsonville 4-6355*
Union Ice Co (UIC), 771 Main St, *WAtsonville 4-5657*

West Los Angeles
Union Ice Co (UIC), 2141 Barrington, *GRanite 3-2477*

Wilmington
Union Ice Co (UIC), 663 Fries Ave, *TErminal 3-3522, 4-5204*

Colorado

Colorado Springs
Cola-Matic Beverage Co (LCC), 20 East Rio Grande Ave, *MElrose 4-3447*
Solid Carbonic Co (SIG), 3110 North Stone, *MElrose 2-8673*

Denver
Carb-Ice Corp (CC), 1801 West Fourteenth Ave, *ALpine 9303*
Crews Fruit Co (PCC), 119 Denergo Market, *TAbor 5-8114*
Liquid Carbonic (LCC), 3300 Walnut St, 1 Blk north of Larimer St, *MAin 3-3274*
Solid Carbonic Co (SIG), 69 Wazee Market, *KEystone 4-7881*

Pueblo
Solid Carbonic Co (SIG), 909 West 11th
Stein Fish Co (LCC), 115 East 4th St, *LIncoln 2-1660*

Connecticut

New Haven
Pure Carbonic (PCC), 11 Minor St, *SPruce 7-4436-4437*

Orange
Mayflower Truck Stop (LCC), Boston Post Rd, *SYcamore 5-9992*

District of Columbia

Washington
Liquid Carbonic (LCC), 1100 South Dale St, Arlington, Virginia, *OTis 4-8930*
Mathieson Dry Ice Warehouse (OMCC), 1625 Eckington Place NE, *DEcatur 2-3100*

Florida

Jacksonville
Liquid Carbonic (LCC), 1932 East Adams St, *ELgin 3-8225*
Mathieson Dry Ice Warehouse (OMCC), 626 Fields Ave, Warehouse #5, *ELgin 4-5358*
Pure Carbonic (PCC), Strickland & McDuff Sts, *EVergreen 7-7425*

Miami
Liquid Carbonic (LCC), 2651 N.W. 38th St, *NEwton 4-6543*

Tampa
Liquid Carbonic (LCC), 635 North 12th St, *TAmpa 2-1481*
Pure Carbonic (PCC), Atlantic Coast Line RR, Cass & Jefferson Sts, *TAmpa 2-0304*

Georgia

Atlanta
Liquid Carbonic (LCC), 743-9 McDaniel St SW, *MUrray 8-6896*
Mathieson Dry Ice Warehouse (OMCC), 225 Chester Ave SE, *JAckson 4-8491*
Pure Carbonic (PCC), 680 Hamilton Ave SE, *MArket 7-2401*

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Marks Oxygen Co (OMCC), 1815 15th St, *AUgusta 3-2434*
W. E. Morris Fire Equipment Co (PCC), 1233 Jones St, *AUgusta 2-2630*

Macon
Cannon Transfer & Storage Co, 1085 Sixth St, *MAcon 2-7354*
Middle Georgia Oxygen Co (PCC), 1202 Fifth St, *MAcon 3-4917*

Illinois

Chicago
Cardox Corp (CC), 832 West Erie St, *SEeley 8-2255*
Continental Freezer Co (CC), 4220 South Kildare
Illinois Witt Ice & Gas Co (WIG), 707-709 Root St, *CLiffside 4-7126*
Liquid Carbonic (LCC), 3100 S. Kedzie Ave, *BIshop 7-8000*
Mathieson Dry Ice Warehouse (OMCC), 2545 W Fulton St, *CHesapeake 3-2225*
Merchants Chemical Co (MCC), 3100 S. California Ave, *CLiffside 4-1100*
National Cylinder Gas Co (NCG), 43rd St & Marshfield, *CLiffside 4-4640*
Pure Carbonic (PCC), 1856 South Lumber St, *WAbash 2-8503*

East St. Louis
Hal's Wash Rack (LCC), 85 Lyons St, *BRidge 3383*
Hall's Wash Rack (CC), 88 St. Clair Street

Monee
Anchor Truck Haven (CC), Jct. Rts 50 & 54

Peoria
Liquid Carbonic (LCC), foot of Edmund St, *PEoria 4-9256*
Warren Gibson's Mobil Service (PCC), 3410 South Adams, *PEoria 7-4113*

Springfield
King's Service Station, 240 N. US Bypass 66, *SPringfield 8-8223*
Dresch Beverages (PCC), 531 N. 4th St, *SPringfield 2-6932*
Trading Post Service Station (WIG), US By-Pass 66, US 36 & 54, *SPring 3-6538*

Indiana

East Gary
Ryan Truck Stop (CC), 3 miles east of Rt 51 on Rt 6

Evansville
Burk's Pelz Transfer Co (LCC), 915 N. St. Joseph St, *HArrison 2-4337*
Lex Company (WIG), 8th & Court Sts, *HArrison 5-7119*
National Cylinder Gas Co (NCG), 2211 North Kentucky Ave, *HArrison 5-5541*

Fort Wayne
Fortmeyer's Truck Stop (LCC), Jct. 30 & 33, *ANthony 0862*
Liquid Carbonic (LCC), 5300 South Hanna St, *HArrison 4331*
Pure Carbonic (PCC), 806 Hayden St, *ANthony 3222*

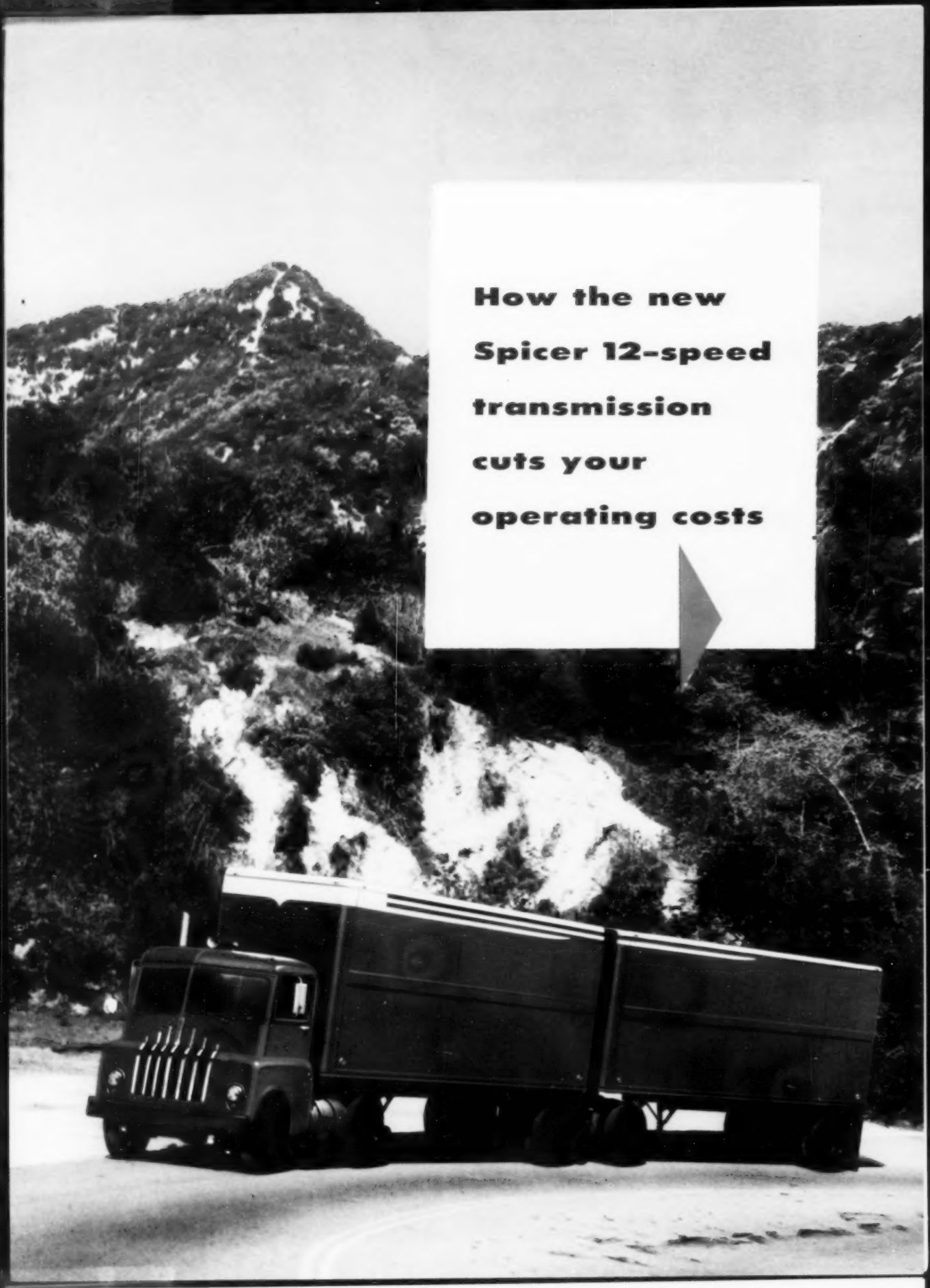
Hobart
Black Cat Truck Stop (CC), 5 miles east of Rt 51 on Rt 6

Indianapolis
Cardox Corp (CC), 1511 West Washington St, *MElrose 8-1419*
Irvington Ice & Coal Co (WIG), 400 South Ritter Ave, *FLeetwood 7-1131*
Liquid Carbonic (LCC), 1032 Division St, *MElrose 2-5486*
National Cylinder Gas Co (NCG), 19 E. Wilkins St, *MElrose 7-7250*
Pure Carbonic (PCC), 1441 Bates St, *MElrose 2-2331*

Jeffersonville
National Cylinder Gas Co (NCG), Jcts. 31E & 131, *BUtler 2-1329*

Muncie
Delaware Ice & Cold Storage Co (PCC), 13th & Elm St, *ATlas 2-7853*

Continued on page 257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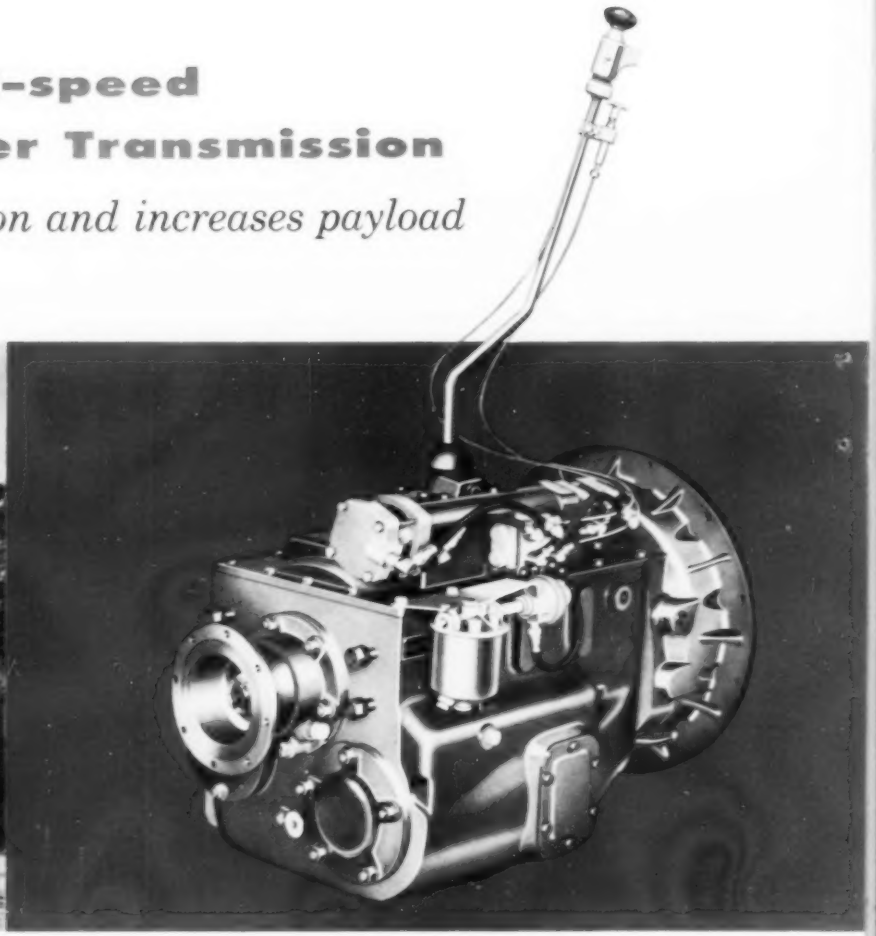

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Peoples Ice Delivery (WIG), 423 South Pershing Dr, *MUncie 9985*

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National Cylinder Gas Co (NCG), 226 Lafayette St, *BEdford 5546*

South Bend

Columbia Ice & Cold Storage Whse (LCC), 406 S. Columbia St, *ATlantic 7-6911*

Terre Haute

Morgan & Pearson Gulf S.S. (PCC), 1 Wabash Ave, *CRawford 9154*

Vincennes

Ice Service Corp (WIG), 1306 North Sixth St, *Vincennes 93*

Wanatah

Tic Toc Service (CC), US 30

Iowa

Cedar Rapids

B & F Transfer (WIG), 1506 10th SE, *CEdar Rapids 3-1808*

Dry-Ice Service Co (PCC), 724 3rd St SE, *EMpire 2-6695*

Davenport

Davenport Ice & Coal Co (WIG), 114 Myrtle St, *DAvenport 2-5357*

S. J. Smith Co (PCC), 706 East River St, *DAvenport 2-3318 & 3902*

Triangle Truckport (LCC), U.S. 6 & Hickory Grove Rd, *DAvenport 3-6000*

Des Moines

Pure Carbonic (PCC), 1000 Cherry St, *ATlantic 2-0449*

Dubuque

Callahan's Service Station (WIG), Jones & Locust, *DUbuque 3-3178*

H & W Motor Express Co (PCC), 3000 Jackson St, *DUbuque 3-7391*

Fort Dodge

Atomite Inc. (PCC), 2511 5th Ave South, *FOrt Dodge 4-1311*

Wright Brothers D X Station (WIG), 500 South 22nd St, *WAlnut 4632*

Wright & Wing (WIG), 2020 Fifth Ave South, *FOrt Dodge 6-9901*

Fort Madison

Arnold's Standard Service (WIG), West Limits, *FT. Madison 9135*

Iowa City

City Ice Co (WIG), 319 East Market St, *IOwa City 6484*

Muscatine

Witt Ice & Gas Co (WIG), 301 Latham St, *AMherst 3-1645*

Ottumwa

Schafer Ice & Cold Storage (WIG), 301 Cass St, *MUrray 4-6845*

Sioux City

Jackson Distribution Co (PCC), 410 Market St, *SIoux City 2-3237*

Propeck Moving & Storage Co (LCC), 3rd & Virginia St, *SIoux City 5-0133*

Storm Lake

Thompson & Laird Transfer Co (PCC), Railroad & Erie Sts, *STorm Lake 373*

Waterloo

Dry Ice Service Co (PCC), 803 Franklin St, *ADams 3-0172*

Fay's Shell Service (WIG), 5th & Franklin, *ADams 4-9361*

Iowa Warehouse Co (PCC), 119 East Park Ave, *ADams 4-5755*

Kansas

Hutchinson

Peter Rabbit Motor Frt (LCC), 701 E. 2nd St, *MOhawk 2-0234*

Kansas City

Pure Carbonic (PCC), 700 Kindelberger Rd, Fairfax District, *GRand 1-6705*

Salina

Western Ice Co (LCC), 5th & Elm Sts, *TAylor 5-5567*

Topeka

Capitol Truck Lines (LCC), 200 West First St, 2 blks east of Hwy 75, *TOpeka 3-4153*

Wichita

Jack Rabbit Dely. Serv (LCC), 730 East Boston St, 2 blks west of Hwy 81, *AMherst 2-7491*

Pure Carbonic (PCC), South St, Francis & Waterman Sts, *AMhurst 2-8965*

Kentucky

Louisville

Battery Distributing Co (WIG), 1205 West Main, *JUniper 4-1155*

Liquid Carbonic (LCC), 646 W. Hill St, ½ blk east of US 31W (Dixie Hwy), *MElrose 4-9574*

Pure Carbonic (PCC), 935 Lampton St, *JUniper 7-9197*

Louisiana

Baton Rouge

Pure Carbonic (PCC), 2507 Larkspur St, *DIckens 4-8928*

John Sevier Service Station (LCC), 535 Vernon Ave, *DIckens 3-9890*

Lake Charles

Watson's Ice Cream Factory (LCC), 1015 Enterprise Blvd, *HEmlock 9-2933*

New Orleans

Liquid Carbonic (LCC), 627 Felicity St, *JAckson 5-5159*

Mathieson Dry Ice Warehouse (OMCC), 1533 St Louis St, *MAgnolia 5793*

Pure Carbonic (PCC), 240 St. George Ave, *VErnon 5-7291*

Shreveport

Murphy Warehouse (LCC), 4002 Mansfield Rd, *SHreveport 4-0833*

Witt Ice & Gas Co (WIG), 83 Fannin St, *SHreveport 2-7544*

Maine

Portland

Cardox Corp (CC), *SPruce 3-1055*

Maryland

Baltimore

Liquid Carbonic (LCC), 4105 Pulaski Hwy, *BRoadway 6-1663*

Mathieson Dry Ice Warehouse (OMCC), 610 South Sharp St, *SAratoga 7-0357*

Pure Carbonic (PCC), 4501 East Fayette St, *BRoadway 6-4302*

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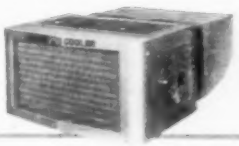

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Boston

Cardox Corp (CC), 139 Cummings St, *HIghlands 5-2236*

Liquid Carbonic (LCC), 136 Broadway, *KIrkland 7-3200*

Welby's Truck Terminals (CC), 8 Commonwealth Pier

Waltham

Pure Carbonic (PCC), South & Turner Sts, *TWinbrook 4-0518-9*

Michigan

Detroit

Dean-Cardox Chemicals Corp (CC), 1723 West Lafayette St, *WOodward 3-3773*

Liquid Carbonic (LCC), 12820 Evergreen Rd, *VErmont 7-4800*

Pure Carbonic (PCC), corner Military & John Kronk Ave, *TAshmoo 6-6210*

Grand Rapids

Carbonic Sales (CC), 74 Market St SW

Liquid Carbonic (LCC), 555 Grandville Ave SW, *Glendale 8-0727*

Kalamazoo

Kalamazoo Ice and Fuel Co (CC), 131 East Kalamazoo Ave

Minnesota

Albert Lea

National Welding Supply (LCC), 302 East 7th St, *ALbert Lea 4264*

Hubert S. Wolgamot (PCC), 1409 Oakwood Dr, *ALbert Lea 9970*

Austin

Pure Carbonic (PCC), *HEmlock 3-2381*

Minneapolis

Liquid Carbonic (LCC), 14th Ave NE, *FEderal 3-2016*

Moorhead

Moorhead Direct Service (LCC), 922 Center Ave, *MOorhead 3-9823*

St. Paul

Cedar Sanitary Ice Co (WIG), 601 North Prior St, *MIdway 6-6316*

Liquid Carbonic (LCC), 1376 Thomas Ave, *MIdway 6-4025*

Pure Carbonic (PCC), 2103 Charles Ave, *MIdway 5-6431-2-3*

Mississippi

Jackson

Capitol Ice & Cold Storage Co (LCC), 102 Raymond Rd, *JAckson 5-7492*

Pure Carbonic (PCC), 166¾ East Porter & Wholesale Row, *JAckson 4-4838*

Missouri

Joplin

P. G. Walker & Sons (PCC), 702 Pennsylvania Ave, *MAyfair 3-5277*

Kansas City

Knaus Truck Lines, 18th & Charlotte

Liquid Carbonic (LCC), 1339 Liberty St, 2 blks south of west end of 12th St Viaduct, *HArrison 1-0532*

Sedalia

Sedalia Ice & Cold Storage Co (PCC), 314 West Main St, *SEdalia 540*

Springfield

P. G. Walker & Sons (PCC), 1435 College St, *SPringfield 2-1745*

St. Joseph

Crouch Bros (PCC), 802 South 7th St, *VIctor 2-6752*

St. Joseph Truck Terminal (LCC), Fifth & Pattee St, 1 blk west of City Rt 59, *ST. Joseph 2-7771*

St. Louis

Broadway-Carr Garage (CC), 1101 North Broadway Ave

Cardox Corp (CC), 3905 Reavis Banks Rd

Convent Garden Service Station (WIG), 2601 North Broadway, *MAin 1-5256*

Earl's Service Station (WIG), 626 South Broadway, *CHestnut 1-8823*

Liquid Carbonic (LCC), 401 Edwin St, 2 blks east of Grand Ave, *FRanklin 1-1090*

J. Overturf's Standard Station (CC), 902 South Broadway Ave

Pure Carbonic (PCC), 115 Branch St at 3100 N. 2nd St, *CHestnut 1-2244*

Super Service Station (PCC), 3000 North Broadway, *CHestnut 1-3275*

Witt Ice & Gas Co (WIG), 3123 North Broadway, *CHestnut 1-5851*

Valley Park

Bob and Homer's Super Station (LCC), Hwy 66, near Valley Park Rd

Montana

Butte

City Transfer Line (LCC), 602 South Arizona, *BUtte 2-1219*

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Phelps Tobacco Co (PCC), 305 North Park Ave, *PArk 1-4944*

Grand Island

Rapid Film Service (PCC), East Lincoln Hwy, *DU Pont 2-0458*

Lincoln

Goodwin Motorcycle Center (LCC), 2020 Adams, Hwy 6 & 77, *LIncoln 2-3917*

Omaha

Liquid Carbonic (LCC), 520 Jones St, *HArney 4323*

Merchants Chemical Co (MC), 605 Leavenworth St

Pure Carbonic (PCC), 1420 Webster St, *JAckson 1041*

Nevada

Las Vegas

O'Donnell Warehouse Co, 123 West Colorado, *DUdley 2-8988*

Reno

Union Ice Company (UIC), 1511 West 4th St, *REno 3-5145 Day, 3-6365 Night*

New Jersey

Asbury Park

Monmouth Products Co (CC), 1010 Corlier Ave

Atlantic City

S. J. Klegerman (CC), 2115 Austin Ave, *ATlantic City 4-9016*

Belleville

Liquid Carbonic (LCC), Office—630 Washington Ave, Plant—666 Washington Ave, *PLymouth 1-1200*

Deepwater

Pure Carbonic (PCC), *PEnnsgrove 2903*

Jersey City

Cardox Corp (CC), Provost and Seventh Sts, *JOurnal Square 3-1220*

Tooley Truck Terminal (CC), Rt 1

Newark

Mathieson Dry Ice Warehouse (OMCC), 101 Verona Ave, *HUmbolt 3-8510*

Pure Carbonic (PCC), 39 McClellan St, *BIzelow 2-0400, REctor 2-4330*

North Bergen

National Cylinder Gas Co (NCG), 101 Broad St (Fairview), *UNion 9-2200*

Raritan

Terminal Service (CC), Rt 1

South Kearny

Jersey Truck Center (CC), Lincoln Hwy

New Mexico

Alamogordo

Alamogordo Ice Co (SIG), Hwy 70-54 West, *ALamogordo 186*

Albuquerque

Albuquerque Truck Terminal (WIG), 1501 North 2nd St, *ALbuquerque 3-5275*

Byjel Truck Terminal (SIG), 1910 2nd St NW

Horn Oil Co (SIG), 9223 Central Ave, *ALbuquerque 5-0367*

Valley Welders Supply Co (SIG), 2110 2nd St SW, *ALbuquerque 2-5277*

Witt Ice & Gas Co (WIG), 1415 12th St, NW, *ALbuquerque 3-7438*

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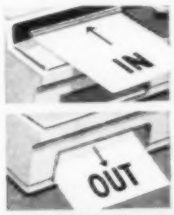

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Price's Creameries (SIG), 602 South 1st St, *SHerwood 6-2821*

Carlsbad
Price's Creameries (SIG), 513 Canal St, *TUxedo 5-3126*

Clovis
Campbell's Dairy (SIG), 1400 Main St, *CLovis 3445*

Deming
Price's Creameries (SIG), 211 Gold St, *DEming 36*

Hobbs
Price's Creameries (SIG), 1204 East Broadway, *HObbs 3-4169*

Las Cruces
City Ice Co (SIG), Hwy 80, *JAckson 6-6781*
Shelly Dixie Truck Terminal (SIG), Hwy 70-80 West
Valley Welders Supply Co (SIG), 811 North 2nd St, *JAckson 6-6701*

Lordsburg
Lordsburg Ice Co (SIG), Hwy 80 West, *LOrdsburg 31*

Portales
Price's Creameries (SIG), 103 S.W. Commerce, *POrtales 880*

Roswell
Price's Creameries (SIG), 1101 South Main, *ROswell 2-8631*

Tucumcari
Morelands Service Station (SIG), Hwy 66 East, *TUcumcari 507*

New York

Albany
Liquid Carbonic (LCC), Bridge & Mill Sts, *ALbany 5-2428*
Pure Carbonic (PCC), Newton St, Stop 41 Schenectady Rd, *ALbany 89-3719*

Buffalo
Liquid Carbonic (LCC), 879 Seneca St, *SOuth 2922*
National Cylinder Gas Co (NCG), 13 Elk Market Terminal, *MOhawk 6247*

Elmira
Hygeia Refrigerating Co (PCC), 100-114 Ferris St, *ELmira 5131*

Haverstraw
Garnerville Ice Co (CC)

Long Island City
Mathieson Dry Ice Warehouse (OMCC), 51-24 Second St, *STillwell 4-2380*

New York
C & H Provisions (CC), 834 Washington St
Pure Carbonic (PCC), 660 West 36th St, *BRyant 9-1147*

Newburgh
Larkin Ice & Cold Storage Co (CC), 112 Lake St

Niagara Falls
Pure Carbonic (PCC), 401 47th St, *Niagara Falls 4-2421*

Rochester
Liquid Carbonic (LCC), 257 Exchange St, *LOcust 3145*
Ryan Carting Co (PCC), 104 Frankfort St, *BAker 5-0794*

Syracuse
Richard Lawler Trucking (PCC), 1004 North Geddes St, *HArrison 2-2153*
Peoples Ice Co (LCC), 2100 Park St, Regional Market, *HA 2-3161*

Utica
Copeland Ice Co (LCC), 215 N. Genesee St, *UTica 5-4489*

North Carolina

Charlotte
Liquid Carbonic (LCC), 3106 Old Pineville Rd, *JAckson 3-5521*
Mathieson Dry Ice Warehouse (OMCC), 2201 North Davidson St, *EDison 2-4911*
Pure Carbonic (PCC), 2300 South Blvd, *EDison 3-6123*

Greensboro
Mathieson Dry Ice Warehouse (OMCC), 217 East Washington St, *BRoadway 2-6741*
Piedmont Cold Storage Corp (LCC), 322 West Stonewall St, *CHarlotte 4-5812*

North Dakota

Fargo
Union Storage & Transfer Co (PCC), 1026-1032 Northern Pacific Ave, *FArgo 2-2743*

Ohio

Akron
Anchor Restaurant & Service Station (LCC), 1230 Canton Rd, Rts 224 & 8, *STadium 4-0232*
National Cylinder Gas Co (NCG), 955

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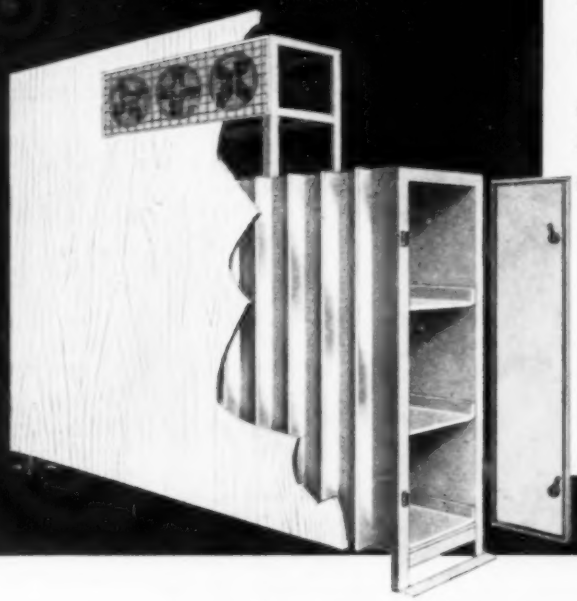
ECONO-COLD OFFERS YOU LOWER COSTS . . . BETTER CARGO PROTECTION

Econo-Cold

maintains uniform lading temperature within the range of −10°F. to 60°F. A patented product of Liquid Carbonic, ECONO-COLD is an easily installed automatic dry ice refrigerating unit.

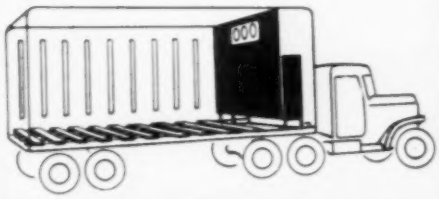


ECONO-COLD Saves You Money

- Lowest Initial Investment
- Lowest Maintenance Cost
- Lightest Weight . . . Longest Life

ECONO-COLD Provides Better Cargo Protection

- Constant Temperature Refrigerant
- Built-in Wrap-around Air Circulation
- Uniform Lading Temperature



At purchase, ECONO-COLD saves you 75% of the cost of a comparable size mechanical unit. Then . . . year after year . . . you are absolutely free of expensive repairs! Down-time is a thing of the past. There's nothing to wear out or break down. The only moving parts are three inexpensive fan motors. Even when not in use, there's no deterioration . . . it's always ready to go!

The unit is made of non-corrosive aluminum . . . outlives mechanical units 3 to 1 . . . weighs only 280 lbs. in the large size.

ECONO-COLD refrigerating capacity does not fall off in hot weather. Constant temperature refrigerant provides uniform cargo protection year-round. Wrap-around air circulation reaches all the cargo . . . eliminates hot spots along the floor and reduces spread between top and bottom.

Now every trucker can afford this lower cost automatic refrigerating unit. Remember: you can BUY an ECONO-COLD for the cost of OVERHAULING a mechanical unit. For original equipment or replacement, specify ECONO-COLD.

World's Largest Producer of CO_2

LIQUID CARBONIC

DIVISION OF GENERAL DYNAMICS CORPORATION

Chicago 23, Illinois

LIQUID CARBONIC

DIVISION OF GENERAL DYNAMICS CORPORATION

3148 South Kedzie Avenue, Chicago 23, Illinois

Tell me how ECONO-COLD will save money for me, and prove how ECONO-COLD safeguards cargoes better.

Name_____ Title_____

Company_____

Address_____

City_____ State_____

Dry Ice Outlets

Continued from page 260

Grant St, *PRinceton 3-5153*

Cincinnati

Liquid Carbonic (LCC), 636 Burns St, *WAbash 1-2740*

National Cylinder Gas Co (NCG), 1075 Hopkins St, *CHerry 1-2020 & 0542*

Pure Carbonic (PCC), 4460 Mellwood Ave, *MUlberry 1-4793*

Tresler Truck Center (LCC), 4015 River Rd, *GRandview 7700*

Werner's Valley Truck Stop, 5353 Spring Grove Ave, *KIrby 1-9754*

Cleveland

Liquid Carbonic (LCC), 1318 W. 58th St, *ATlantic 1-0960*

National Cylinder Gas Co (NCG), 3949 Ridge Rd, *MElrose 1-7350*

Pure Carbonic (PCC), 4510 W. 160th St, *CLearwater 2-4635*

Columbus

Liquid Carbonic (LCC), 1057 W. Goodale Blvd, 3 blks west of Ohio 23, *CApital 4-1026*

National Cylinder Gas Co (NCG), 765 Woodrow Ave, *HIckory 4-7858*

Pure Carbonic (PCC), 278 Mount Vernon St, *CApitol 4-9624*

Dayton

Liquid Carbonic (LCC), 383 N. Wilkinson St (rear), 4 blks north of US 35 & 2 blks west of Ohio 48, *BAldwin 8-2842*

Peerless Transportation Co (PCC), 214 S. Perry Street, *MIchigan 6913*

Fremont

Fremont Oil Co (CC), US 20

Lima

Pure Carbonic (PCC), 957 Atlantic Ave, *CAtherine 4-6511*

Mansfield

Mansfield Oxygen & Acetylene Co (NCG), 217 N. Diamond St, *LAfayette 4-5461*

Monroeville

Midway Truck Stop (LCC), *MOnroeville 2031*

North Lima

Amoco Turnpike Service (LCC), Rt 7, Youngstown Interchange, *KImball 9-9186*

Sandusky

Liquid Carbonic (LCC), 1215 Baltimore, *MAin 6-0312*

Toledo

Bunde Bros (CC), Secor and Monroe Sts

Liquid Carbonic (LCC), 45 Burbank Dr, *FRanklin 1486*

Shankland's Service Station (PCC), 6193 Telegraph Rd, *LAundale 1613*

Urbana

Liquid Carbonic (LCC), S. Edgewood & Muzzy Rds, ¾ mi south of US 36, *URbana 3-5215*

Youngstown

National Cylinder Gas Co (NCG), 901 Steel St, *SWeetbriar 9-9466*

Oklahoma

Bartlesville

Crystal Ice & Frozen Food Lockers (LCC), First & Keeler Sts, 3 blks west of Hwy 75, *BArtlesville 212*

Enid

Central Dairy Products Co (LCC), 223 East Maple Street, *ADams 7-5925*

Lawton

Peoples Ice Co (SIG), 231 "B" Ave

Oklahoma City

All City Express Delivery (PCC), 204 S.W. Seventh St, *REgent 9-2245*

Liebman Arctic Ice Co (SIG), 200 S. Klein St, *REgent 6-4505*

Liquid Carbonic (LCC), 1024 N.W. Second St, *CEntral 2-9537*

National Cylinder Gas Co (NCG), 2131 N.E. 10th St, *GArfield 7-2466*

Tulsa

Liquid Carbonic (LCC), 207 N. Boston St, 12 blks north of Hwy 66, *CHerry 2-4947*

National Cylinder Gas Co (NCG), 107 N. Denver St, *DIamond 3-8752*

Tulsa Dairy Supply Co (PCC), 519 East 7th St, *LUther 4-7403*

Oregon

Eugene

Crystal Oil Co (PCC), 777 East Broadway, *DIamond 4-1116*

Portland

Burns Brothers Truck Station (PCC), 621 S.E. Union Ave, *BElmont 4-7393*

Liquid Carbonic (LCC), 1800 N.W. Upshur St, *CApitol 7-5722*

Pure Carbonic (PCC), 265 First Ave SE, *BElmont 2-2415*

Pennsylvania

Altoona

Liquid Carbonic (LCC), 1709 Seventh Ave, *ALtoona 2-4729*

Bedford

Cedar Station (LCC), *BEdford 9362*

Horton's Sunoco Station (CC), *BEdford 9711*

Breezewood

Horton's Sunoco Station (CC), *BReezewood 9030*

Conestoga

Airport Crown Station (CC), Airport Road, *COnestoga 4-0663*

Erie

National Cylinder Gas Co (NCG), 2001 W. 12th St, *ERie 2-2555*

Pure Carbonic (PCC), 806 East 12th St, *ERie 2-3750*

Harrisburg

Liquid Carbonic (LCC), 811 S. 16th St, ½ blk north of US 422, *CEdar 6-1639*

Pure Carbonic (PCC), 829 Paxton Street, *CEdar 4-3253*

Mechanisburg

Ritter, 15 South Washington, *POplar 6-6524*

Philadelphia

Cardox Corp (CC), 1106-24 North Delaware Ave, *NEbraska 4-5667*

Durso's Sunoco Station (CC), 5th and Spring Garden St, *WAlnut 2-9456*

Liquid Carbonic (LCC), Front & Porter Sts, *HOward 5-8300*

Mathieson Dry Ice Warehouse (OMCC), Reading Freight House #7, Front and Willow Sts, *MArket 7-3439*

Pure Carbonic (PCC), 47th & Woodland Ave, *SAratoga 2-9393*

Phillipsburg

Coffman Crown Service (CC), *PHillipsburg 5-9125*

Pittsburgh

Liquid Carbonic (LCC), 3101 Preble Ave, *POplar 6-6900*

National Cylinder Gas Co (NCG), 2621 Railroad St, *GRant 1-1537*

Pure Carbonic (PCC), 1117 Metropolitan St, *CEdar 1-7780*

Reading

Butler Cylinder Gas Co (LCC), 832 N. 8th St, *REading 4-2114*

Pure Carbonic (PCC), Laurel & Neversink Sts, *REading 2-3171*

Scranton

Pure Carbonic (PCC) 610 Capouse Avenue, *DIamond 4-1537*

Rhode Island

Providence

Cardox Corp (CC), 23 Terminal Way, *GAspee 1-4763*

Liquid Carbonic (LCC), 15 Conanicut St, *GAspee 1-2133*

South Carolina

Charleston

Industrial Carbonic Co (OMCC), 980 E. Bay St, *CHarleston 3-0676*

Columbia

Carolina Bonded Storage Co (LCC), 404 Gadsden St, *COlumbia 2-4703*

Industrial Carbonic Co Inc. (OMCC), 1209 Wayne St, *COlumbia 6-0762*

Pure Carbonic (PCC) 720-R Pulaski St, *ALpine 3-6773*

South Dakota

Sioux Falls

Girton Adams Ice Co (PCC), 735 S. Second Ave, *SIoux Falls 4-9741*

Munce Bros Transfer & Storage (LCC), 204-206 East 10th St, *SIoux Falls 4-9729*

Tennessee

Chattanooga

Mathieson Dry Ice Warehouse (OMCC), 1309 Market St, *AMhurst 7-6083*

Dyersburg

Four Point Shell Service Station (CC)

Humboldt

Beare Ice & Coal Co (CC)

Jackson

Harris & Lanning GMC Service (CC), Royal St

Knoxville

Knox Extinguisher Service (LCC), 100 E. 5th St, *KNoxville 3-7710*

Pure Carbonic (PCC), 323 Cooper St, *KNoxville 4-5833*

Memphis

Cardox Corp (CC), 784 Mississippi, *WHitehall 2-5941*

Liquid Carbonic (LCC), 1099 Florida St, *WHitehall 8-1556*

Mathieson Dry Ice Warehouse (OMCC), 361 East Calhoun St, *JAckson 5-9971*

Nashville

Arnold-Ligon Trucking Terminal (CC), Fifth Ave, South & Franklin Sts, *CHapel 2-8320*

Liquid Carbonic (LCC), 604 Fifth Ave S, *ALpine 5-3544*

Mathieson Dry Ice Warehouse (OMCC), 1017 Charlotte Ave, *ALpine 5-2011*

Pure Carbonic (PCC), 153 1st Avenue South, *ALpine 4-8926*

Selmer

Clock Truck Stop (CC), Hwy 45

Continued on page 264

How to insulate a refrigerated truck body

For good performance, refrigerated truck body insulation must be installed with adequate air and vapor barriers. Without proper barriers, heat gain on the road becomes excessive. Moisture is deposited in the insulation, increasing body weight and often making it impossible to maintain proper temperatures.

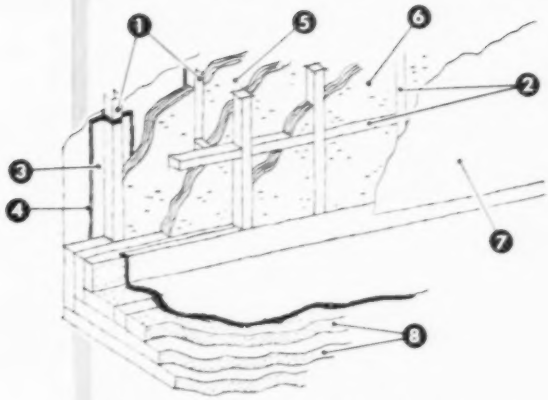
Because metal sheets that make up the outer shell itself are perfect vapor barriers, it is only at joints and seams that air infiltration occurs. Infiltration should be checked by caulking all corners, seams, holes for surface-attached hardware, and other critical points with a waterproof compound. Over the interior framing members and at all corners, apply vapor-barrier paper, sealed in place.

Where bodies have complex interior framing, install hardboard or some other sheet material over the framing and coat with sealer and vapor-barrier paper.

By effectively sealing out air and moisture, you get more efficient, economical performance from the insulation. In the walls, Fiberglas*, applied with a vapor seal, keeps heat gain to a minimum without taking up valuable space or adding appreciably to body weight. In the floor, new Armstrong Armalite supplies vital load-bearing strength along with highly efficient protection. A foamed plastic board, Armalite is unusually light in weight—only 1¼ lbs. per cubic foot. Its closed cell composition has a conductivity of only 0.24 at 70° F., cuts down heat pickup, reduces water absorption to only 4% ultimate by volume.

For full details on sealing truck bodies and cargo trailers, and information on Fiberglas, Armalite, and the complete line of Armstrong insulations for refrigerated bodies, write Armstrong Cork Company, 2103 Robbins Avenue, Lancaster, Pennsylvania.

*T.M. Reg. U. S. Pat. Off. OCF Corp.



for sealing and insulating refrigerated truck bodies

1 Metal framing • 2 Wood framing • 3 Vapor-barrier paper cemented over framing and all corners • 4 Spray coating • 5 Fiberglas between body framing • 6 Fiberglas between wood framing • 7 Inner liner • 8 Armalite

3 ways moisture enters insulation

Fig. 1

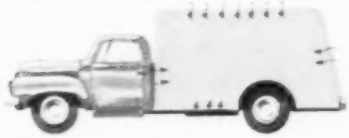


Fig. 2

Fig. 3

Fig. 1 — Air infiltration due to pressure against leading surfaces when the body is in motion forces warm, moist air through any opening in the outer shell.

Fig. 2 — Vapor-pressure differences between air inside and outside the body force in moisture whether the truck is in motion or not. This is called diffusion.

Fig. 3 — Liquid water in the form of rain, steam, defrost, or wash water may also enter through any opening in the inner or outer shell.

Armstrong INSULATIONS

Fiberglas • Corkboard • Armalite

Dry Ice Outlets

Continued from page 262

Texas

Amarillo
Witt Ice & Gas Co (WIG), 1407 West 6th Ave, *DRake 2-4811*

Aransas Pass
Short Stop Drive-In (SIG), West Hwy 35 *ARansas Pass 666*

Austin
Alamo Welding Supply Co (SIG), 615 Trinity, *AUstin 6-9400*
Austin Carbonic Co (LCC), 410 Jessie St, *GReenwood 7-5404*

Big Springs
T & T Supply Co (SIG), Hwy 80 East, *BIg Springs 4-5481*

Borger
El Reno Ice Co (WIG), 625 North Whittenburg, *BOrger 316*

Brownsville
Reynolds Refrig Truck Service (LCC), 4500 East 14th St, *LIncoln 2-2581*

Corpus Christi
Ed's Sporting Goods (SIG), 1700 South Lexington, *WE 7-1151*
Herndon Marine Products (SIG), Bayport L Head, *TUlip 4-6339*
Kidde Sales & Service (LCC), 2820 Agnes St, *TUlip 2-5055*
Schwartz (SIG), Navigation Blvd, *TUlip 2-4556*

Dallas
Liquid Carbonic (LCC), 805 McKinney Ave, *RIverside 8-5283 and RIverside 2-6481*
National Cylinder Gas Co (NCG), 318 Cadiz St, *PRospect 0979*
Owen Chemical Co (SIG), 1816 Magnolia St, *RIverside 1-9206*
Pure Carbonic (PCC), 1001 Levee St, *RIverside 6084*

El Paso
Consumers Ice Co (SIG), 1621 Texas St, *EL Paso 2-2495*
Schwartz Co (SIG), 1600 East 11th St, *EL Paso 3-1605*
Wholesome Ice Co (WIG), 6982 Hwy 80 East, *PR 2-0779*
Witt Ice & Gas Co (WIG), 1814 Missouri St, *EL Paso 2-5111*

Fabens
Fabens Ice Co (SIG), Hwy 80 East, *FAbens 167*

Fort Worth
Cardox Corp (CC), 825 North Calhoun St, *EDison 5-3107*
Johnson Storage & Dist Co (LCC), 901 Vickery Blvd, *EDison 6-7711*
National Cylinder Gas Co (NCG), 319 N.E. 23rd St, *MAin 4-2132*

Harlingen
Kidde Sales & Service (LCC), 1130 W. Jackson St, *GArfield 3-4252*

Houston
Liquid Carbonic (LCC), 2110 Center St, *CApitol 4-7707*
Southern Dry Ice Service (SIG), 3912 McGowen, *CApitol 7-7570*

Lubbock
B & H Transfer Co (WIG), 1405 Ave "A", *LUbbock 5-7773*
Cotey Chemical Co (SIG)

Monahans
Permian Ice Co (SIG), Hwy 80 West, *MOnahans 5*

Odessa
Permian Ice Co (Sig), 1621 North Grand, *FEderal 2-2731*

Pharr
Hamlin Co (SIG), 2 mi north of town on State Hwy, *STerling 7-3582*

San Antonio
City Carbonic Co (SIG), 1122 East Houston, *CApitol 3-6313*
Liquid Carbonic (LCC), 515 East Crockett Ave, *CApitol 6-5553*
National Cylinder Gas Co (NCG), 217 N. Comal St, *CApitol 3-6303*

Victoria
Victoria Supply Co (SIG), 1428 East Oak St, *HI 5-3060*

Wichita Falls
Fire Equipment Service Co (SIG), 1006 Sixth St, *WIchita Falls 3-9832*

Utah

Ogden
E. F. Mariani Co (PCC), 2443 Lincoln Ave, *OGden 4-3171*

Salt Lake City
Carbo Chemical Co (LCC), 1246 East 21st South St, *SAlt Lake City 6-5973*
Fotes Truck Service (PCC), 2nd West and 4th South, *ELgin 5-3317*
Ernest F. Mariani Co (PCC), 267 West Third St South, *ELgin 9-3744*

Virginia

Alexandria
Potomac Oxygen Co (PCC), 2200 Jefferson Davis Hwy, *KIng 8-2200*

Arlington
Liquid Carbonic (LCC), 1100 South Dale St, *OTis 4-8930*

Norfolk
Liquid Carbonic (LCC), 1180 Calvert St, *MAdison 2-6694*
Mathieson Dry Ice Warehouse (OMCC), 700 West 22nd St, *MAdison 2-9697*

Richmond
Mathieson Dry Ice Warehouse (OMCC), 725 McKenzie St, *RIchmond 5-8367*
Pure Carbonic (PCC), 1702 Belleville St, *RIchmond 5-6939*

Saltville
Mathieson Dry Ice Warehouse (OMCC), *HYatt 6-4411*, After Hours: *HYatt 6-6851 or 6-4261*

Washington

Aberdeen
Guy's Richfield Service (LCC), Ontario & Simpson Sts, Hoquiam, Washington, *HOquiam 2297*

Bellingham
Pacific Highway Transport (LCC), 1825 Franklin Ave, *BEllingham 84*

Kennewick
M & J Service (LCC), 813 West Imnaha St, *JUstice 2-9000*

Seattle
Liquid Carbonic (LCC), 5021 Colorado Ave, *RAnier 3007*
Pure Carbonic (PCC), Stacy & Occidental Sts, *MUtual 6971*
Pure Carbonic (PCC), 3623 East Marginal Way, *ELliot 8252*

Spokane
International Fuel Co (LCC), North 730 Washington, *MAin 1411*

Tacoma
Air Reduction Pacific (PCC), 2235 Ross Way, *MArket 7-4445*
Inter City Auto Freight (LCC), 1821 Dock St, *MArket 2168*

West Virginia

Charleston
Liquid Carbonic (LCC), 1123 Main St, 1½ blks west of US 60, *DIckens 2-1221*
Pure Carbonic (PCC), 1328 Lewis St, *DIckens 3-1677*

Huntington
Pure Carbonic (PCC), 1301 Seventh Ave, *JAckson 5-1441*

Wheeling
J. H. Neff Carbonic Co (NCG), 114 Waters St, (Benwood Wheeling) *WOodale 1389*

Wisconsin

Green Bay
Green Bay Coal & Ice Co (LCC), 1701 Morrow St, *HEmlock 2-7466*

Madison
Midwest Carbonic (PCC), 106 South First St, *Alpine 6-3375*
Phillips 66 Service Station (LCC), 907 South Park St, *MAdison 6-9319*

Milwaukee
Cardox Corp (CC), 5255 North Hopkins Ave, *HOpkins 1-4460*
Liquid Carbonic (LCC), 640 East Polk St, *BRoadway 6-3780*
Pure Carbonic (PCC), 500 South Water St, *BRoadway 3-6914*

Wyoming

Cheyenne
Crystal Ice Co (LCC), 800 West 20th St, *CHeyenne 3-3325*
Husky Chief Terminal (SIG), 2200 West Lincoln Hwy 30

Canada

Calgary, Alberta
Maple Leaf Truck Terminal (LCC), 1701 40th Ave SE, *CAlgary 5-1921*

Dartmouth, Nova Scotia
Liquid Carbonic (LCC), Commercial & Park Sts, *DArtmouth 6-2140*

Edmonton, Alberta
Liquid Carbonic (LCC), 10533 123rd St, *EDmonton 88-1223*

Montreal, Quebec
Liquid Carbonic (LCC), 8375 Mayrand St, *REgent 1-6461*

Quebec, Quebec
Liquid Carbonic (LCC), 2350 Ave De Colisee, *LAfontaine 2-8862*

Sarnia, Ontario
Liquid Carbonic (LCC), 1320 S. Vidal St, *DIgby 4-2287*

Toronto, Ontario
Liquid Carbonic (LCC), 41 Mill St, *EMpire 6-6434*

Vancouver, B. C.
Liquid Carbonic (LCC), 8797 Barnard St, *KErrisdale 7-200*

Windsor, Ontario
Liquid Carbonic (LCC), 2440 Central Ave, *WHitehall 5-6358*

Winnipeg, Manitoba
Liquid Carbonic (LCC), 635 McPhillips St, *JUstice 9-6338*

A copy of this quick-reading, 8-page booklet is yours for the asking. It contains many facts on the benefits derived from your business paper and tips on how to read more profitably. Write for the "WHY and HOW booklet."

McGraw-Hill Publishing Company, Room 2710, 330 West 42nd St., New York 36, N.Y.

F-88

FLEET OWNER

SECTION

12

Service Data for Fast Reference

Unless your fleet is an exception to the rule, you're probably operating a variety of different types, makes and models of vehicles. This means you have the problem of setting up a library of spec manuals for maintenance. And let's face it, it's too easy, when you have a batch of books, for the one you want to get lost in the stock. The results: time wasted while you look, guesswork PM.

One volume is the answer . . .

. . . and you're holding it in your hand. On the following pages, you'll find a rundown on components in trucks, tractors, buses and passenger cars of leading manufacturers. These facts and figures have been double-checked to guarantee accuracy.

And it's easy to use . . .

. . . these tables of specifications. Too often spec manuals give you nothing but a headache from wading through a mass of figures in small type. Here's the easy way to do it. This section, specially designed for your purposes, is a "must" for your PM.

This section begins on next page

Truck Service Data—

TRUCK	ENGINE		GOVERNOR		AIR CLEANER		OIL FILTER		CARBURETOR		FUEL PUMP		RADI-ATOR	IGNI-TION
MAKE – MODEL	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model		
CHEVROLET														
31-32	Own	Thm 235	KS		AC		AC	S-6 or S-2	Ro	7004468	AC	EL	Ha	DR
31-32	Own	Thm 283	KS		AC		AC	OF-201	Ro	7011143	AC	EN	Ha	DR
34-35-37	Own	Thm 235SP1	KS		AC		AC	S6 or S2	Ca	3705500	AC	EL	Ha	DR
36	Own	Thm 235	KS		AC		AC	S-6 or S-2	Ro	7004468	AC	EL	Ha	DR
36	Own	Trm 283	KS		AC		AC	OF-201	Ro	7011143	AC	EN	Ha	DR
38	Own	Thm 235	KS		AC		AC	S-6 or S-2	Ro	7004468	AC	EL	Ha	DR
38	Own	Trm 283	KS		AC		AC	OF-201	Ro	7011143	AC	EN	Ha	DR
40	Own	Thm 235	KS		AC		AC	S-6 or S-2	Ro	7004468	AC	EL	Ha	DR
40	Own	Trm 283	KS		AC		AC	OF-201	Ro	7011143	AC	EN	Ha	DR
50	Own	Tskm 283	DR & Ro	Two Unit	AC		AC	OF-201	Ro	7012457	AC	EN	Ha	DR
61-64-65-67-68	Own	Jm 261	KS		AC		AC	S-2	Ro	7005140	AC	EM	Ha	DR
61-64-65-67-68	Own	Tskm 283	DR	Two Unit	AC		AC	OF-201	Ro	7012457	AC	EN	Ha	DR
6242-6642	Own	Jm 261			AC				Ro	7005140	DR	EM	Ha	DR
70	Own	Tskm 283	DR & Ro	Two unit	AC		AC	OF-201	Ro	7011487	AC	EN	Ha	DR
80	Own	Tskm 283	DR & Ro	Two unit	AC		AC	OF-201	Ro	7011487	AC	EN	Ha	DR
108	Own	Lm 322	DR & Ro	Two unit	AC		AC	PM-BC	Ro	7011155	AC	FH	Ha	DR
5303	Own	Tskm 283	DR & Ro	Two unit	AC		AC	OF-201	Ro	7012457	AC	EN	Ha	DR
6303	Own	Jm 261	KS		AC		AC	S-2	Ro	7005140	AC	EM	Ha	DR
6303	Own	Tskm 283	DR	Two unit	AC		AC	OF-201	Ro	7012457	AC	EN	Ha	DR
6703**	Own	Jm 261	KS		AC		AC	S-2	Ro	7005140	AC	EM	Ha	DR
6703**	Own	Tskm 283	DR	Two unit	AC		AC	OF-201	Ro	7012457	AC	EN	Ha	DR
40-101-102-104-105-107	Own	Wm 348	DR & Ro	Two unit	AC		AC	PM-16	Ro	7012145	AC	GR	Ha	DR
DIAMOND T														
831	HS	590	H & C						H-C		AC			DR
921N	Cum	NHB-600									Cum			
921R	Cum	HRFB-600									Cum			
723JT	Cum	JT-6-B									Cum			
830	Her	XL-501	H		Fr		DeLuxe		H		AC			DR
662	Her	XL-450	H		Fr		Deluxe		H		AC			DR
730	Her	XL-450	H		Fr		Deluxe		H		AC			DR
630	Her	XL-406	H		Fr		Deluxe		H		AC			DR
532	Her	XL-372	H		Fr		Deluxe		H		AC			DR
531	Her	XL-308A					Deluxe		H		AC			DR
431	Her	XL-264A					Deluxe		H		AC			DR
923	Cum	HF6			Cum		Cum				Cum			
DIVCO														
11,12,13,114,124,244 134,364,364HD		L-Head 4	Mon		Ac or Fr		Fr or Ge		Zen		Ai		Ha	DR
41,42,51,52		OH-6	Na		Fr		Wa		Ca		Ca or Ai		Mc	DR
15,154,214,224, 334,344,374		L-Head 6	Mon		Ac or Fr		Fr or Ge		Zen		Ai		Ha	DR
DODGE														
L6-D100	Own	L6-D1	Hdy	V6-348	Un	T-14C11	Pur	766	Bl	BBR2-2681S	Ca	M-2494S	Bst	AL
L8-D100	Own	L8-D1	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M2503S	Bst	AL
L6-D200	Own	L6-D2	Hdy	V6-348	Un	T-14C11	Pur	766	Bl	BBR2-2681S	Ca	M-2494S	Bst	AL
L8-D200	Own	L8-D2	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Bst	AL
L6-D300	Own	L6-D3	Hdy	V6-348	Un	T-14C11	Pur	766	Bl	BBR2-2681S	Ca	M-2494S	Bst	AL
L8-D300	Own	L8-D3	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Bst	AL
L6-D400	Own	L6-D4	Hdy	V6-236	Un	T-14C11	Pur	766	Bl	E7-T2	Ca	M-2494S	Fe	AL
L8-D400	Own	L8-D4	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L6-D500	Own	L6-D5	Hdy	V6-236	Un	T-14C11	Pur	766	Bl	E7-T2	Ca	M-2494S	Fe	AL
L8-D500	Own	L8-D5	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L6-D600	Own	L6-D6	Hdy	V6-308	Un	T-14C11	Pur	766	Bl	E9-Y1	Ca	M-2494S	Fe	AL
L8-D600	Own	L8-D6	Hdy	V9-525	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L8-D700	Own	L8-D7	Hol	R6056-1A	WC	A-20650	De	JCA-137	Bl	BBD-2620S	Ca	M-2503S	Bst	AL
L8-D800	Own	L8-D8	Hol	R6056-1A	WC	A-29550	Pur	903	Bl	BBD-2620S	Ca	M-2503S	Bst	AL
L-8-D900	Own	L8-D9	Hol	R6057-1A	Un	T-14C11	Pur	903	Bl	BBS-2421S	Ca	M-2503S	Bst	AL
L8-C500 (coe)	Own	L8-C5	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L8-C600 (coe)	Own	L8-C6	Hdy	V9-525	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L8-C700 (coe)	Own	L8-C7	Hdy	V9-484	WC	A-20650	Pur	766	Bl	BBD-2620S	Ca	M-2503S	Bst	AL
L6-P300 (FC)	Own	L6-P3	Hdy	V6-517	Un	T-14C11	De	JCA-137	Bl	BBS-2658S	Ca	M-2494S	Bst	AL
L8-P300 (FC)	Own	L8-P3	Hdy	V9-523	Un	T-15C1	De	JCA-137	St	WW3-169	Ca	M-2503S	Bst	AL

KEY TO ABBREVIATIONS appears on last page.

Component Parts

GENERATOR		STARTER		BATTERY	CLUTCH		TRANSMISSION		UNIVERSAL JOINTS		FRONT AXLE		REAR AXLE		STEERING GEAR	
Make	Model	Make	Model		Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model
CHEVROLET																
DR	1103096	DR	1107634	DR	Own		Own		Spi	1760	Own	½ Ton	Own	½ Ton	Sa	530-0-335
DR	1103096	DR	1107664	DR	BB	1403	Own		Spi	1760	Own	½ Ton	Own	½ Ton	Sa	530-0-335
DR	1103096	DR	1107652	DR	Own		Own		Spi	1350	Own	1½ Ton	Own	¾ Ton	Sa	545-0-30
DR	1103096	DR	1107634	DR	Own		Own		Spi	1350	Own	¾ Ton	Own	¾ Ton	Sa	530-0-335
DR	1103096	DR	1107664	DR	BB	1403	Own		Spi	1350	Own	¾ Ton	Own	¾ Ton	Sa	530-0-335
DR	1103096	DR	1107634	DR	Own		Own		Spi	1350	Own	1 Ton	Own	1 Ton	Sa	530-0-335
DR	1102096	DR	1107664	DR	BB	1403	Own		Spi	1350	Own	1 Ton	Own	1 Ton	Sa	530-0-335
DR	1102096	DR	1107634	DR	Own		Own	4 sp	Spi	1350	Own	1½ Ton	Own	1½ Ton	Sa	#1
DR	1102096	DR	1107664	DR	BB	1403	Own	4 sp	Spi	1350	Own	1½ Ton	Own	1½ Ton	Sa	#1
DR	1102096	DR	1107664	DR	BB	1459	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton	Sa	545-0-79
DR	1100326	DR	1107634	DR	BB	1403	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton		#1
DR	1102096	DR	1107664	DR	BB	1459	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton		#1
DR	1100326	DR	1107634	DR	BB	1403		4 sp	Spi	1410		2 Ton		2 Ton	Sa	545-0-35
DR	1102096	DR	1107664	DR	BB	1459		4 sp	Spi	1410	E	485-F		2½ Ton	Sa	552-0-71
DR	1102096	DR	1107664	DR	BB	1459		4 sp	Spi	1410	E	485-F		2½ Ton	Sa	#1
DR	1102042	DR	1107646	DR	BB	BE-1235	NP	540-C	Spi	1410	E	485-F		2½ Ton	Sa	549-0-67
DR	110326	DR	1107634	DR	BB	1403	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton	Sa	#1
DR	1102096	DR	1107664	DR	BB	1459	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton	Sa	#1
DR	1102096	DR	1107664	DR	BB	1459	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton	Sa	#1
DR	110326	DR	1107634	DR	BB	1403	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton	Sa	#1
DR	1102096	DR	1107664	DR	BB	1403	Own	4 sp	Spi	1410	Own	2 Ton	Own	2 Ton	Sa	#1
DR	1102096	DR	1107686	DR	BB	13F-1239	Spi	5 sp	Spi	1410 & 1480	F	485-F	E	1790 A	Sa	549-0-68
DIAMOND T																
DR		DR			Rd	15TM	Sp	6452			Tim	FD901	E	18803	R	TA66
DR		DR			Spi	14	Fu	10B1120			Tim	Fe 900TW	Tim	R140P	R	TE71
DR		DR			Spi	14	Fu	10B1120			Tim	Fe 900TW	Tim	R140P	R	TE71
DR		DR			Rd	15TM	Fu	5A650			Tim	FD 901DPA	E	18803	R	TA66
DR		DR			Rd	15TM	Fu	5A650			Tim	FD 901DPA	E	18803	R	TA66
DR		DR			Rd	14RT	Cl	292VO			Tim	FC 901	E	1793	R	TA66
DR		DR			Rd	14RT	Cl	292VO			Tim	FD 901DPA	E	18803	R	TA66
DR		DR			Rd	14RT	Cl	291V			F	553	E	1790	R	TA66
DR		DR			Rd	14RT	Cl	292VO			Tim	31116	Tim	H-140	R	TA61
DR		DR			Rd	12RT		x33			Tim	31116	Tim	H-140	R	TA61
DR		DR			Rd	11RT	WG	T98			Tim	31116	Tim	E-100	R	TA61
DR		DR			Rd	15TM	Fu	5A650			Tim	FD 901	E	18803	R	TE71
DIVCO																
DR		DR		W,AL,B	L		WG		Spi or Cv		Own-r		sp or h		G	
DR		DR		W,AL,B	BB		WG		Spi or CV		Own-r		h		G	
DR		DR		W,AL	L		WG		Spi or Cv		Own-r		sp or h		G	
DODGE																
AL	GJC 7012-D	AL	MDM-6002	AL	BB	12472	Own	PC	Cv	S55	Own		Own		G	3D-305
AL	GJC 7012-B	AL	MDL-6003	AL	BB	12472	Own	PC	Cv	S55	Own		Own		G	3D-305
AL	GJC 7012-D	AL	MDM-6002	AL	BB	12472	NP	89905	Cv	S55	Own		Own		G	3D-305
AL	GJC 7012-B	AL	MDL-6003	AL	BB	12472	NP	89905	Cv	S55	Own		Own		G	3D-305
AL	GJC 7012-D	AL	MDM-6002	AL	BB	12472	NP	89905	Cv	S55	Own		Own		G	3D-305
AL	GJC 7012-B	AL	MDL-6003	AL	BB	12472	NP	89905	Cv	S55	Own		Own		G	3D-305
AL	GJC 7012-E	AL	MDL-6004	AL	BB	12559	NP	420	Cv	S55	Own		Own		G	4D-335
AL	GJC 7004-A	AL	MDL-6003	AL	BB	12559	NP	420	CV	S55	Own		Own		G	4D-335
AL	GJC 7012-E	AL	MDL-6004	AL	BB	12559	NP	420	Cv	S55	Own		Tim	F-147	G	4D-335
AL	GJC 7004-A	AL	MDL-6003	AL	BB	12559	NP	420	Cv	S55	Own		Tim	F-147	G	4D-335
AL	GJC 7012-E	AL	MDL-6004	AL	BB	12559	NP	420	Cv	S55	Own		E	1614	G	4D-335
AL	GJC 7004-A	AL	MDL-6003	AL	BB	12559	NP	540	Cv	S55	Own		E	1614	G	4D-335
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	NP	540	Spi	1480	Own		Tim	H141	G	5D-375
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	CI	265V	Spi	1480	Tim	FC-901	Tim	L140	G	5D-375
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	CI	300	Spi	1600	Tim	FC-901	Tim	QT-140	R	TA-66
AL	GJC 7004-A	AL	MDL-6003	AL	BB	12559	NP	420	Cv	R55	Own		Tim	F-147	G	4D-335
AL	GJC 7004-A	AL	MDL-6003	AL	BB	12559	NP	540	Cv	R55	Own		E	1614	G	4D-335
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	NP	540	Spi	1480	Own		Tim	H-141	G	4D-335
AL	GJC 7012-D	AL	MDM-6002	AL	BB	12472	WG	T870	Cv	R55	Own		Own		G	3D-305
AL	GJC 7012-B	AL	MDL-6003	AL	BB	12472	WG	T870	Cv	R55	Own		Own		G	3D-305

KEY TO ABBREVIATIONS appears on last page.

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SINC
SINCLAIR

YOUR TRUCKING BUSINESS CAN BENEFIT FROM THESE SIX SINCLAIR SERVICES

1. Use Sinclair's TRUCK-STOP GUIDE to plan the best points on your routes for regular or emergency stops.
2. Use SINCLAIR-PLANNED TRUCK STOPS. Your equipment and personnel get more of the specialized services and facilities they need en-route. And the efficiency of your whole operation goes up!
3. Use SINCLAIR ROAD SURVEY SERVICE to learn proven methods of reducing on-the-road operating costs. Ask your Sinclair Representative about this money-saving service.
4. Use Sinclair's SPECIAL CREDIT CARDS FOR THE TRUCKING INDUSTRY. SINCLAIR's SDA Plan (Special Delivery Authorization) gives you direct cost control on each unit of your fleet.
5. Ask Sinclair LUBRICATION ENGINEERS to help solve your lubricating problems. Take full advantage of their skill, experience and years of training in the trucking industry—backed by Sinclair's complete facilities.
6. Use SINCLAIR GREASES, such as Multi-Purpose LITHOLINE®, to help reduce your grease inventory and give maximum protection to your equipment.

For Further Information . . . no obligation

MAIL THIS COUPON NOW

I have circled the numbers, representing paragraphs above, about which I would like more information.

1 2 3 4 5 6

Name_____

Company_____

Position_____

Address_____

REFINING COMPANY

Truck and Bus Sales Division • 600 Fifth Ave., New York 20, N. Y.

Truck Service Data—

TRUCK	ENGINE		GOVERNOR		AIR CLEANER		OIL FILTER		CARBURETOR		FUEL PUMP		RADI-	IGNI-
MAKE – MODEL	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	ATOR	TION
DODGE (Cont.)														
L6P400 (FC)	Dwn	L6-P4	Hdy	V6-517	Un	T-14C11	De	JCA-137	Bl	BBS-2658S	Ca	M-2494S	Bst	AL
L8-P400 (FC)	Dwn	L8-P4	Hdy	V9-523	Un	T-15C1	De	JCA-137	St	WW3-169	Ca	M-2503S	Bst	AL
L6-W100	Dwn	L6-W1	Hdy	V6-348	Un	T-14C11	Pur	766	Bl	BBR2-2681S	Ca	M-2494S	Bst	AL
L8-W100	Dwn	L8-W1	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Bst	AL
L6-W200	Dwn	L6-W2	Hdy	V6-348	Un	T-14C11	Pur	766	Bl	BBR2-2681S	Ca	M-2494S	Bst	AL
L8-W200	Dwn	L8-W2	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Bst	AL
L6-W300	Dwn	L6-W3	Hdy	V6-236	Un	T-14C11	Pur	766	Bl	E7-T2	Ca	M-2494S	Bst	AL
L8-W300	Dwn	L8-W3	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Bst	AL
L6-W30M(4x4)	Dwn	L6-W3M	Hdy	V6-318	Un	T-14C2	Pur	766	Bl	E7-T2	AC	1539-643	Bst	AL
L6-W500(4x4)	Dwn	L6-W5	Hdy	V6-308	Un	T-14C11	Pur	766	Bl	E9-Y1	Ca	M-2494S	Fe	AL
L8-W500(4x4)	Dwn	L8-W5	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L8-T700(6w)	Dwn	L8-T7	Hol	R6056-1A	NC	A-20550	De	JCA-137	Bl	BBD-2550S	Ca	M-2503S	Bst	AL
L8-T800(6w)	Dwn	L8-T8	Hol	R6056-1A	NC	A-20550	Pur	903	Bl	BBD-2550S	Ca	M-2503S	Bst	AL
L8-T900(6w)	Dwn	L8-T9	Hol	R6057-1A	Un	T-14C11	Pur	903	Bl	2421S	Ca	M-2503S	Bst	AL
L6-S400(S.B.)	Dwn	L6-S4	Hdy	V6-236	Un	T-14C11	Pur	766	Bl	E7-T2	Ca	M-2494S	Bst	AL
L8-S400(S.B.)	Dwn	L8-S4	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Bst	AL
L6-S500(S.B.)	Dwn	L6-S5	Hdy	V6-236	Un	T-14C11	Pur	766	Bl	E7-T2	Ca	M-2494S	Fe	AL
L8-S500(S.B.)	Dwn	L8-S5	Hdy	V9-523	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L6-S600(S.B.)	Dwn	L6-S6	Hdy	V6-308	Un	T-14C11	Pur	766	Bl	E9-Y1	Ca	M-2494S	Fe	AL
L8-S600(S.B.)	Dwn	L8-S6	Hdy	V9-525	Un	T-15C1	Pur	766	St	WW3-169	Ca	M-2503S	Fe	AL
L8-S700(S.B.)	Dwn	L8-S7	Hol	R6056-1A	NC	A-20550	De	JCA-137	Bl	BBD-2550S	Ca	M-2503S	Bst	AL
FREIGHTLINER														
WF-6342	Cum	NHB-600	Cum		V	G-120AQ	LF	750C			Cum		Dwn	
WF-6344T	Cum	NHB-600	Cum		V	G-120AQ	LF	750C			Cum		Dwn	
WF-6364	Cum	NHB-600	Cum		V	G-120AQ	LF	750C			Cum		Dwn	
WF-7564T	Cum	NHB-600	Cum		V	G-120AQ	LF	750C			Cum		Dwn	
GMC Truck & Coach														
100	GM	270	KS	455-455 V6-438	AC	270	AC	270	Z-H		AC	AF-AH	GM	DR
100-8	GM	347	KS	V96-501 V96-V96	AC	347	AC	347	St		AC	EN	GM	DR
150	GM	270A	KS	455-455 V6-438	AC	270A	AC	270A	Z-H		AC	AF-AH	GM	DR
150-8	GM	347	KS	V96-501 V96-496	AC	347	AC	347	St		AC	EN	GM	DR
PM150	GM	270A	KS	455-455 V6-438	AC	270A	AC	270A	Z-H		AC	AF-AH	GM	DR
250	GM	270A	KS	455-455 V6-438	AC	270A	AC	270A	Z-H		AC	AF-AH	GM	DR
250-8	GM	347	KS	V96-501 V96-496	AC	347	AC	347	St		AC	EN	GM	DR
PM250	GM	270A	KS	455-455 V96-438	AC	270A	AC	270A	Z-H		AC	AF-AH	GM	DR
300 & S300	GM	270A	KS	455-455 V96-438	AC	270A	AC	270A	Z-H		AC	AF-AH	GM	DR
F350	GM	270B	KS	455-455 V6-438	AC	270B	AC	270B	Z-H		AC	AF-AH	GM	DR
370 & S370	GM	270B	KS	455-455 V6-438	AC	270B	AC	270B	Z-H		AC	AF-AH	GM	DR
450-S450-F450	GM	302	KS	V9-445 V9-467	AC	302	AC	302	St		AC	AF-AH	GM	DR
SFM60V & A	GM	302	KS	V9-445 V9-467	AC	302	AC	302	St		AC	AF-AH	GM	DR
MW500V & A	GM	347	KS	V96-501 V96-496	AC	347	AC	347	St		AC	AF-AH	GM	DR
550V & A	GM	370	GM		AC	550	AC	550	H		AC	FG	GM	DR
W550A	GM	370	GM		AC	370	AC	370	H		AC	FG	GM	DR
F550V & A	GM	370	GM		AC	370	AC	370	H		AC	FG	GM	DR
600A-F600A	GM	370	GM		AC	370	AC	370	H		AC	FG	GM	DR
630V	GM	503	GM		AC	503	AC	503	H		AC	BF	GM	DR
W630	GM	503	GM		AC	503	AC	503	H		AC	BF	GM	DR
D630	GM	4-71	GM		AC	4-71	AC	4-71	Diesel		GM	4-71	GM	
W660	GM	503	GM		AC	503	AC	503	H		AC	BF	GM	–
DW660	GM	4-71	GM		AC	4-71	AC	4-71	Diesel		GM	4-71	GM	DR
W670	GM	503	GM		AC	503	AC	503	H		GM	BF	GM	DR
RA800 & FRA800	GM	503	GM		AC	503	AC	503	H		GM	BF	GM	–
DFRA800	GM	4-71T	GM		AC	4-71T	AC	4-71T	Diesel		GM	BF	GM	
DF860	GM	6-71SE	GM		AC	6-71	AC	6-71	Diesel		GM	BF	GM	
D930	GM	6-71T	GM		AC	6-71T	AC	6-71T	Diesel		GM	6-71T	GM	
DFW950	GM	6-71-T	GM		AC	6-71T	AC	6-71T	Diesel		GM	6-71T	GM	
DW970	GM	6-71T	GM		AC	6-71T	AC	6-71T	Diesel		GM	6-71T	GM	

KEY TO ABBREVIATIONS appears on last page

Component Parts . . . *Continued from page 267*

GENERATOR		STARTER		BAT-	CLUTCH		TRANSMISSION		UNIVERSAL JOINTS		FRONT AXLE		REAR AXLE		STEERING GEAR	
Make	Model	Make	Model	TERY	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model
DODGE (Cont.)																
AL	GJC 7012-D	AL	MDM-6002	AL	BB	12472	WG	T87D	Cv	R55	Own		Own		G	4D-335
AL	GJC-7012-B	AL	MDL-6003	AL	BB	12472	WG	T87D	Cv	R55	Own		Own		G	4D-335
AL	GJC-7012D	AL	MDM-6002	AL	BB	12472	NP	89905	Cv	S55	Spi	44F	Own		G	3D-305
AL	GJC-7012B	AL	MDL-6003	AL	BB	12472	NP	89905	Cv	S55	Spi	44F	Own		G	3D-305
AL	GJC-7012D	AL	MDM-6002	AL	BB	12472	NP	89905	Cv	S55	Spi	44F	Own		G	3D-305
AL	GJC-7012B	AL	MDL-6003	AL	BB	12472	NP	89905	Cv	S55	Spi	44F	Own		G	3D-305
AL	GJC-7012E	AL	MDL-6004	AL	BB	12472	NP	420	Cv	R55	Spi	F-70	Spi	F-70	G	4D-335
AL	GJC-7012B	AL	MDL-6003	AL	BB	12472	NP	420	Cv	R55	Spi	F-70	Spi	F-70	G	4D-335
AL	GJC 7012-C	AL	MDM-6002	AL	BB	12472	NP	420	Up	S160	Own		Own		G	B-60
AL	GJC 7012-E	AL	MDL-6004	AL	BB	12559	NP	420	Cv	R55	Tim	FDS-750	Tim	H-141	G	5D-375
AL	GJC 7004-A	AL	MDL-6003	AL	BB	12559	NP	420	Cv	R55	Tim	FDS-750	Tim	H-141	G	5D-375
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	CI	265V	Spi	1480	Tim	32550	Tim	SDHD	G	5D-375
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	CI	265V	Spi	1480	Tim	FD-901	Tim	SFHD	G	5D-375
AL	GJC 7005-A	AL	MDL-6005	AL	BB	11927	CI	300	Spi	1600	Tim	FD-901	Tim	SLHD	R	TA-66
AL	GJC-7012E	AL	MDL-6004	AL	BB	12559	NP	420	Cv	R55	Own		Own		G	4D-335
AL	GJC-7004A	AL	MDL-6003	AL	BB	12559	NP	420	Cv	R55	Own		Own		G	4D-335
AL	GJC-7012E	AL	MDL-6004	AL	BB	12559	NP	420	Cv	R55	Own		Tim	F-147	G	4D-335
AL	GJC-7004A	AL	MDL-6003	AL	BB	12559	NP	420	Cv	R55	Own		Tim	F-147	G	4D-335
AL	GJC-7012F	AL	MDL-6004	AL	BB	12559	NP	420	Cv	R55	Own		E	1614	G	5D-375
AL	GJC-7004A	AL	MDL-6003	AL	BB	12559	NP	420	Cv	R55	Own		E	1614	G	5D-375
AL	GJC-7005A	AL	MDL-6005	AL	BB	11927	NP	540	Spi	1480	Tim	32550	Tim	H-141	G	5D-875
FREIGHTLINER																
DR	1106805	DR	1108863		Spi	2423-42	Spi	8041	Spi	1700	Tim	Fe-900	Tim	R-330	G	500
DR	1106805	DR	1108863		Spi	2423-42	Fu	R95C	Spi	1700	Tim	Fe 900	Tim	SQW	G	500
DR	1106805	DR	1108863		Spi	2423-42	Fu	R95C	Spi	1700	Tim	Fe 900	Tim	R-230	G	500
DR	1106805	DR	1108863		Spi	2423-42	Fu	R95C	Spi	1700	Tim	F-233	Tim	R-230	G	500
GMC Truck & Coach																
DR		DR			GM	207	GM	SN318	SP	1260	GM	100		SP45	GM	530-0-312
DR		DR			GM	10	GM	SN320	SP	1260	GM	100-8		SP45	GM	530-0-312
DR		DR			BB	11	GM	SN318	SP	1310	GM	150		SP60	GM	530-0-312
DR		DR			BB	11	GM	SP60	SP	1350	GM	150-8		SP60	GM	530-0-312
DR		DR			GM	11	GM	SP60	SP	1350	GM	PM150		SP60	GM	545-0-34
DR		DR			GM	11	GM	HO72	SP	1350	GM	250		HO72	GM	530-0-311
DR		DR			BB	11	GM	B100	SP	1350	GM	250-8		B100	GM	530-0-311
DR		DR			GM	11	GM	HO72	SP	1350	GM	PN250		HO72	GM	545-0-34
DR		DR			GM	11	GM	SN420	SP	1350	GM	300 & S300		H110	GM	548-0-128
DR		DR			GM	11	GM	SN420	SP	1410	GM	F350		H150	GM	549-0-37
DR		DR			GM	11	GM	SN420	SP	1410	GM	370 & S370		H150	GM	548-0-154
DR		DR			L	12	GM	540GD12	SP	1480	GM	450		H140	GM	549-0-41
DR		DR			L	12	GM	245GB	SP	1480	GM	460		H350	GM	568-0-21
DR		DR			L	12	GM	245G	SP	1410	GM	500		E28M	GM	549-0-40
DR		DR			L	1100	GM	541GD11	SP	1500	GM	FO70		1790A-1A	GM	555-0-33
DR		DR			L	1100	GM	541GD11	SP	1500	GM	FO90		E34-M	GM	555-0-30
DR		DR			L	1100	GM	541GD11	SP	1500	GM	FO90		1790A-1A	GM	555-0-33
DR		DR			L	1100	GM	541GD11	SP	1500	GM	FO90A		1893	GM	555-0-33
DR		DR			L	1400	GM	6853C	SP	1600	GM	FO70		1790A	GM	555-0-27
DR		DR			L	1400	GM	R46	SP	1600	GM	FO90		SLDD	GM	555-0-27
DR		DR			L	1400	GM	6853C	SP	1600	GM	FO70		1893	GM	555-0-28
DR		DR			L	1400	GM	SW3020	SP	1600	GM	FO90		R96	GM	568-0-17
DR		DR			L	1400	GM	R96	SP	1600	GM	SW3020		R96	GM	568-0-20
DR		DR			L	1400	GM	6852G	SP	1600	GM	FE900		SW456	GM	568-0-17
DR		DR			L	1400	GM	6852G	SP	1600	GM	FO90A		1893	GM	555-0-32
DR		DR			L	1400	GM	6853C	SP	1600	GM	FO90A		1893	GM	568-0-19
DR		DR			L	1400	GM	6853C	SP	1600	GM	FE900		1903	GM	568-0-19
DR		DR			L	1400	GM	R96	SP	1600	Tim	FE900		R230	GM	568-0-18
DR		DR			L	1400	GM	6853C	SP	1700	Tim	FE900		SQW	GM	568-0-18
DR		DR			L	1400	GM	6853C	SP	1700	Tim	FE900		SW456	GM	568-0-18

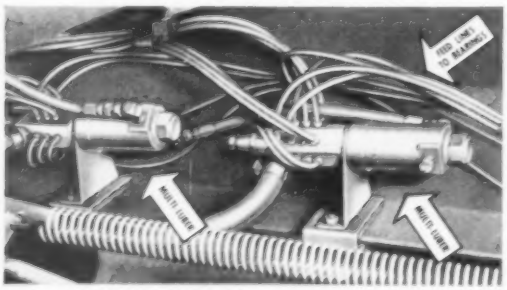
KEY TO ABBREVIATIONS appears on last page

Continued on page 274

Sold on *Lincoln*!

no parts replacement after

Rear view of tractor cab showing 4 gallon capacity lubricant reservoir and supply line leading to Multi-Luber.



View of Multi-Luber unit mounted on inside of right frame rail with easily attached clamp-on brackets. Multi-Luber unit pumps lubricant to the bearings through fabric insulated nylon feed lines.

That's why

Super Service Motor Freight ordered Multi-Luber Power Lubrication Systems for

161 new White tractors
147 new Fruehauf trailers
151 trailers already in service
125 trailers now being equipped

"We equipped four of our White tractors with Lincoln Multi-Luber Systems for test purposes, and each of these tractors accumulated mileages in excess of 100,000. The results: all original parts, such as spindle bolts, tie-rod ends and spring shackle bolts, required no replacement. Also, we found no trace of wear on these parts.

"We installed Multi-Luber on 75 trailers. After 20 months of service, no more lubrication problems with adjustable sliding tandem rails. In addition, we saved on labor and eliminated lubrication down-time.

"In our opinion, Lincoln Multi-Luber Systems have a definite place in our operation."

reports **RAY E. CARTER,** *Director of Engineering*
Super Service Motor Freight Company
Nashville, Tennessee

Lincoln **LINCOLN ENGINEERING COMPANY**
Division of The McNeil Machine & Engineering Co.

100,000 mile test reveals installing....

MULTI-LUBER automatically cycles with each sixth application of the brakes, forcing a measured quantity of refinery-pure lubricant under high pressure into every bearing served by the system. Bearing surfaces are constantly flushed, and are assured a uniform protective film of lubricant. Hundreds of thousands of test miles prove Multi-Luber extends service-life of bearings and moving parts, reduces down-time and cost of replacing bearings damaged due to inadequate lubrication.

Get full details... write today for Bulletins 532, 533, and 534.

*Trade Name Registered

5767 NATURAL BRIDGE AVENUE • ST. LOUIS 20, MISSOURI

Truck Service Data—

TRUCK	ENGINE		GOVERNOR		AIR CLEANER		OIL FILTER		CARBURETOR		FUEL PUMP		RADIATOR	IGNITION
MAKE – MODEL	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model		
MARMON-HERRINGTON														
104-504-604-704-754-804-904-C-704 C-754-C-804-C-904 756-806		Same as Ford												
PETERBILT														
351COE	Cum	NHB-600	Cum	NHB	Pur		Pur		Diesel		Cum	PTS2100	PP	
281COE	Cum	NHB-600	Cum	NHB	Pur				Diesel		Cum	PTS2100	PP	
351	Cum	NHB-600	Cum	NHB	V		Pur		Diesel		Cum	PTS2100	PP	
281	Cum	NHB-600	Cum	NHB	V		Pur		Diesel		Cum	PTS2100	PP	
381	Cum	NHB-600	Cum	NHB	V		Pur		Diesel		Cum	PTS2100	PP	
REO														
A-375 & A-475	Own	OA-331	KS	V9-331	Fr		Fr	C21P2	H		AC		Mo	DR
AC603 & AC703	Own	OV-207	Hf	GD-320	Fr		Fr	3	Ca	WCFB-2563-SA	AC		Mo	DR
A600,A-603,A630,A633 A733,A700,A703, A730,AC633,A607,	Own	OV-207	Hf	GD-320	Fr		Fr	3	Ca	WCFB-2563-SA	AC		Mo	DR
F-216	Own	OV-331	KS	V9-332	Fr		Fr	C21P2	Zen	28-ADA-10	AC		Mo	DR
F-506	Own	OH-170	Hf		Fr		Fr	C21P	Zen	28-ADA-10	AC		Mo	DR
F-536	Own	OH-170	Hf		Fr		Fr	C21P	Zen	28-ADA-10	AC		Mo	DR
AC-403	Own	OA-331	KS	V9-331	Fr		Fr	C21P	Zen	28-ADA-10	AC		Mo	DR
F20-F120	Own	OA-255	KS	V9-271	Fr		Fr	C21P2	Ca	WAI-25425	AC		Mo	DR
F-22 - F-122	Own	OA-292	KS	V9-271	Fr		Fr	C21P2	Zen	28-ADA-10	AC		Mo	DR
F506(6x6)	Own	OH-170	Hol		Fr		Fr	C21P2	Zen	28-ADA-10	AC		Mo	DR
F50D,F506D,F536D, AC-603D,A-603D	Cum	JJ6B	Cum		Fr	9089	Nu		Diesel		Cum	PT	Mo	
AC-503 & F-50	Own	OH-170	Hol		Fr		Fr	C21P	Zen	28-ADA-10	AC		Mo	DR
AC-703,AC-703D, A-633D,AC-633D	Cum	JT6B	Cum		Fr	9089	Nu		Diesel		Cum	PT	Mo	
STUDEBAKER														
3E5	Own	1E	Hf	S20M-151	Un		Pur	P-766-43(extra)	Ca	BBRH-2125S	AC	1539817	Mc	AL
3E10	Own	1E	Hf	S20M-151	Un		Pur	P-766-43(extra)	Ca	BBRH-2125S	AC	1539817	Mc	AL
3E6	Own	4E	Hf	S20M-53	Un		Pur	P-766-43(extra)	Ca	BBRH-775A	AC	1539415	Mc	DR
3E11	Own	4E	Hf	S20M-53	Un		Pur	P-766-43(extra)	Ca	BBRH-775A	AC	1539415	Mc	DR
3E14	Own	4E	Hf	S20M-53	Un		Pur	P-766-43(extra)	Ca	BBRH-775A	AC	1539415	Mc	DR
3E7	Own	3E	Hf	S20DM-37	Un		Pur	P-766-43(extra)	St	WW	Ca	M-2573S	Mc	DR
3E12	Own	3E	Hf	S20DM-37	Un		Pur	P-766-43(extra)	St	WW	Ca	M-2573S	Mc	DR
3E16, 3E16B	Own	4E	Hf	S20M-53	Un		Pur	P-766-43	Ca	BBRH-6065B	AC	1539415	Mc	DR
3E13	Own	3E	Hf	S20DM-37	Un		Pur	P-766-43	St	WW	Ca	M-2573S	Mc	DR
3E28	Own	3E	Hf	S20DM-37	Un		Pur	P-766-43	St	WW	Ca	M-2573S	Mc	DR
3E28B	Own	3E	Hf	S20DM-37	Un		Pur	P-766-43	St	WW	Ca	M-2573S	Mc	DR
3E38 - 3E38B	Own	5E	Hf	S20DM-37	Un		Pur	P-766-43	St	WW	Ca	M-2573S	Mc	DR
3E40 - 3E40B	Own	6E	Hf	S20DM-38	Un		Pur	P-766-43	St	WW	Ca	M-2573S	Mc	DR
WILLYS														
FC-170	Own	L6-226	KS	V65 489	Un	30DX17D	Pur	SK 25337	Ca	YF2467S	Ca	M9675	Mo	AL
L6-226 4WD (4x4 & 4x2)	Own	L6-226	KS	V65 489	AC	155 2707	Pur	SK 25337	Ca	YF2467S	Ca	M9675	Bst	AL
FC-150	Own	F4-134	Zen	A18 312	Don	1038 A36	Fr	9100	Ca	YF9085A	AC	559 4080	Mo	AL
F4-134 4WD (4x4 & 4x2)	Own	F4-134	Zen	A18 312	Don	E6532	Fr	9100	Ca	YF9615	AC	559 4080	Ha	AL
CJ-3B,CJ-5,CJ-6	Own	F4-134			Don	1038 A36	Fr	9100	Ca	YF938A	AC	559 4080	Ha	AL
DJ-3A	Own	L4-134			AC	A155 2548	Fr	9100	Ca	YF2392S	Ca	2195S	Ha	AL

KEY TO ABBREVIATIONS

Engines
- Cum – Cummins
- Wau – Waukesha
- Con – Continental
- HS – Hall Scott
- Her – Hercules
- Thm – Thriftmaster
- Tm – Trademaster
- Tm-sp – Trademaster special
- Tskm – Taskmaster
- Jm – Jobmaster
- Lm – Loadmaster
- D – Diesel

Governors
- KS – King Seely
- DR – Delco Remy
- Ro – Rochester
- Mon – Monarch
- Hdy – Handy
- Hf – Hoof
- Hol – Holley
- Cum – Cummins
- HS – Hall Scott
- Na – National
- P – Pierce

Air Cleaners
- Fr – Fram
- Un – United
- Pur – Purolator
- V – Vortox
- Don – Donaldson

Oil Filters
- Wa – Walker
- Pur – Purolator
- LF – Luber Finer
- Fr – Fram
- Ge – General
- Nu – Nugent

Carburetors
- Ro – Rochester
- Ca – Carter
- Cent – Century
- H – Holley
- H-C – Holley or Century
- Zen – Zenith
- Bl – Ball & Ball
- St – Stromberg

Fuel Pumps
- DR – Delco Remy
- Ai – Airtex
- Ca – Carter
- Cum – Cummins

Radiators
- Ha – Harrison
- Mc – McCord
- Bst – Blackstone
- Fe – Fedders
- PP – Peterbilt-Perfex
- Mo – Modine

Ignitions
- DR – Delco Remy
- AL – Auto Lite

**Previous Series 67 was available in Schoolbus Chassis only; currently available in cab-chassis models also.

Component Parts . . . *Continued from page 271*

GENERATOR		STARTER		BAT-	CLUTCH		TRANSMISSION		UNIVERSAL JOINTS		FRONT AXLE		REAR AXLE		STEERING GEAR	
Make	Model	Make	Model	TERY	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model	Make	Model
MARMON-HERRINGTON																
		Same as Ford														
PETERBILT																
DR	1106909	DR	1113708	AL	Spi	2 PL	Spi	8045	Spi	1700	Tim	FE900N	Tim	SQHD-P	R	TE-71
DR	1106909	DR	1113708	AL	Spi	2 PL	Spi	8045	Spi	1700	Tim	FE900TW	Tim	RZ30-P	R	TE-71
DR	1106909	DR	1113708	AL	Spi	2 PL	Spi	8045	Spi	1700	Tim	FE900N	Tim	SQHD-P	R	TA-71
DR	1106909	DR	1113708	AL	Spi	2 PL	Spi	8045	Spi	1700	Tim	FE900TW	Tim	RZ30-P	R	TA-71
DR	1106909	DR	1113708	AL	Spi	2 PL	Spi	8041	Spi	1700	Tim	27463	Tim	SFDD4640	R	TA-71
REO																
DR	1102940	DR	1107607	W	L	12CF	Cl	205V	Spi	1500	Tim	FE900	Tim	H-140	R	TE-71
DR	1106821	DR	1108621	W	BB	14TT	Fu	R-46	Spi	1600	Tim	FD900	Tim	RT140	R	TE-71
DR	1108621	DR	1108621	W	Rd	15RT	Fu	5A65	Spi	1600	Tim	FD-900	Tim		R	TA-70
DR	1106821	DR	1107607	W	L	12CF	Cl	205V	Spi	1500	Tim	FC901	E	28M	R	TA-70
DR	1106821	DR	1107607	W	L	13CF	Cl	290V	Spi	1600	Tim	FD-901	Tim	SLHD	R	TA-70
DR	1106821	DR	1107607	W	L	13CF	Cl	290V	Spi	1600	Tim	FE-900	E	36M	R	TE-71
DR	1102940	DR	1107607	W	L	12CF	Cl	205V	Spi	1500	Tim	FD-900	Tim	L-340	R	TE-71
DR	1102940	DR	1107607	W	BB	11A6	WG	T-98-A	Spi	1500	Tim	30000	Tim	F140	R	TA-64
DR	1101040	DR	1107607	W	L	12CF	Cl	205V	Spi	1500	Tim	31104	Tim	H140	R	TA-26
DR	1106821	DR	1108890	W	L	13CF	Cl	290V	Spi	1600	Tim	F-2090	Tim	SLD	R	TE-71
DR	1106822	DR	1108840	W	Rd	15RT	Fu	5A65	Spi	1600	Tim	FE-900	T & E		R	TE-71
DR	1106821	DR	1107607	W	L	13CF	Spi	3152	Spi	1500	Tim	FD-900	Tim	QT-140	R	TE-71
DR	1106822	DR	1108840	W	Rd	15RT	Fu	5A65	Spi	1600	Tim	FE-900	Tim		R	TE-71
STUDEBAKER																
AL	GJC-700,2G	AL	MDM603	W	BB	926 type 9A7	WG	T90B	Spi	1270	Cl	F-160	Spi	2211	R	TA-12
AL	GJC-700,2G	AL	MDM603	W	BB	926 type 9A7	WG	T90B	Spi	1270	Cl	F-160-4	Spi	60	R	TA-12
DR	1102965	DR	1107666	W	BB	1372	WG	T90B	Spi	1270	Cl	F-160	Spi	2211	R	TA-12
DR	1102965	DR	1107666	W	BB	1372	WG	T90B	Spi	1270	Cl	F-160-4	Spi	60	R	TA-12
DR	1102965	DR	1107666	W	BB	1372	WG	T98A	Spi	1310	Cl	F-358	Tim	B-100	R	TA-14
DR	1102903	DR	1107650	W	BB	1372	WG	T89C	Spi	1270	Cl	F-160	Spi	2211	R	TA-14
DR	1102903	DR	1107650	W	BB	1372	WG	T89C	Spi	1270	Cl	F-160-4	Spi	60	R	TA-14
DR	1102965	DR	1107666	W	BB	1372	WG	T98A	Spi	1358	Cl	F-458	Tim	D-100	R	TA-14
DR	1102903	DR	1107650	W	BB	1372	WG	T98A	Spi	1310	Cl	F-358	Tim	B-100	R	TA-14
DR	1102903	DR	1107650	W	BB	1372	WG	T98A	Spi	1358	Cl	F-458	Tim	D-100	R	TA-14
DR	1102903	DR	1107650	W	BB	1372	WG	T98A	Spi	1358	Cl	F-458	Tim	53621	R	TA-14
DR	1102903	DR	1107650	W	BB	1372	WG	T98A	Spi	1358	Cl	F-458	Tim	E-102	R	TA-14
DR	1102903	DR	1107650	W	BB	1448	NP	420	Spi	1410	Cl	F-600	Tim	F-146	R	TA-64
WILLYS																
AL	GDW4R01EN	AL	MCH6210	AL	Au	100075	WG	T90A	Spi	2-6-32BX	Spi	44F	Spi	53	R	T12
AL	GDW4R01EN	AL	MCH6210	AL	Au	100075	WG	T90J	Spi	2-6-32BX	Spi	25	Spi	53	R	TL12
AL	GDW4R01D	AL	MCH6203	AL	Au	100082-1	WG	T90A	Spi	2-6-32BX	Spi	25	Spi	44-2	R	T12
AL	GDW4R01D	AL	MCH6203	AL	Au	100082-1	WG	T90C	Spi	2-6-32BX	Spi	25	Spi	53-2	R	TL12
AL	GDW4R01D	AL	MCH6203	AL	Au	100082-1	WG	T90C	Spi	2-6-32BX	Spi	25	Spi	44-2	R	T12
AL	GDW4R01D	AL	MCH6203	AL	BB	12000	WG	T96	Spi	2-6-32BX	Cl	130097	Spi	23	R	TA12

Generators
DR – Delco Remy
AL – Auto Lite

Starters
DR – Delco Remy
AL – Auto Lite

Batteries
DR – Delco Remy
W – Willard
B – Bower
AL – Auto Lite

Clutch
Au – Auburn
BB – Borge & Beck
Spi – Spicer
Rd – Rockford
L – Long

Transmissions
NP – New Process
Fu – Fuller
Cl – Clark
WG – Warner Gear
Spi – Spicer
Wa – Walker

Universal Joints
Spi – Spicer
Na – National
Cl – Clark
Cv – Cleveland
Up – United Products

Front Axle
Tim – Timken
Fu – Fuller
E – Eaton
Cl – Clark
Spi – Spicer
r – reverse-Elliott

Rear Axle
Tim – Timken
E – Eaton
SW – Stewart Warner
sp – split housing
h – hypoid
T-E – Timken or Eaton

Steering Gear
R – Ross
G – Gemmer
Sa – Saginaw
#1 – Models 4100-4400, 548-0-183; Models 4500, 6700-6800, 549-0-184. Model 8000, 549-0-68, Model 8800, 549-0-46
#2 – Plus companion tilt cab model with generally identical specifications, except wheel bases.
#3 – 10h HPL, 10 4P

Truck Tune-up Data

TRUCKS	ENGINE					OIL PRESSURE		INTAKE VALVE OPEN	INTAKE TAPPET CLEAR.	OPERATING TAPPET CLEARANCE		VALVE SPRINGS (Pressure at Inches)				SPARK PLUGS				IGNITION					THERMO-STAT
												Opened		Closed											
Make and Model	Make	Model	No. of Cylinders	Bore	Stroke	Lbs.	RPM	Top Center Degree	For Valve Timing	Intake	Exhaust	Lbs.	Inches	Lbs.	Inches	Make	Type	Size	Gap	Breaker Point Gap	Cam Angle	Breaker Arm Tension	Spark Occurs	Distributor Rotation	Opens (Degrees)
Autocar																									
C 9564, DC 10264, DC 103-D DC 10364S, DC 10464S, DC 74-T, DC 75-T, DC 102 DC 102-T, DC 103-T, DC 10264-L	Cum	HRB	6	5-1/8	6	40	1800	5B		.014	.022	186	2-3/16	116	2-11/16	Diesel									
C65-T, C 65-D, C-9564, C 87-D, C 10364-S	Wh	390A	6	4-3/4	5	40	2900	15B		0	0	185	1.827	100	2.25	Ch	6 Com	18	.025	.022	34	21	6	C	
Brockway																									
128 WX	Con	M6330	6	4	4-3/8	55-65	2000	10B	.022	.020	.022	115-123	1.520	58-64	1.875	Ch	8 Com	18	.025	.022	39		9	CC	
147 W, 147 WL	Con	M6363	6	4	4-13/16	55-65	2000	24B	.016	.016	.024	115-123	1.520	58-64	1.857	Ch	D10	18	.025	.022	39	17-20	4	CC	
148 WD, 148 SLD, 155 W, 153 WD, 153 SQ	Con	B6427	6	4-5/16	4-7/8	55-65	2000	19B	.016	.016	.024	129.7-143.7	1.226	51.3-58.3	1.670	Ch	D10	18	.025	.022	39	17-20	2	CC	
254 W, 260 LD, 256 W	Con	R6513	6	4-1/2	5-3/8	55-65	2000	19B	.022	.020	.024	#2	#2	#2	#2	Ch	D10	18	.025	.022	39	17-20	5	CC	
255 W, 260 WD, 260 WLD, 260 SQ, 260 SF, 258 W	Con	R6572	6	4-3/4	5-3/8	55-65	2000	19B	.022	.020	.024	#2	#2	#2	#2	Ch	D10	18	.025	.022	39	17-20	5	CC	
Chevrolet																									
30, 40 series, 34°, 35°, 37 FC°	Own	Thm & Thm SPL	6	3.563	3.938	30	1170-1240	11-1/2B		.016	.018	196-208	1.462	74-82	1.858	AC	44	14	.033-.038	.016	26-33	19-23	TDC	C	157-163
60	Own	Thm	6	3.563	3.983	35	1170-1240	11-1/2B		.016	.020	196-208	1.462	74-82	1.858	AC	44	14	.033-.038	.016	26-33	19-23	TDC	C	157-163
40, 60	Own	Jm	6	3-3/4	3.938	30	1170-1200	11-1/2B		.006-.011	.019-.024	196-208	1.462	74-82	1.858	AC	C42-1	14	.033-.038	.016	26-33	19-23	TDC	C	157-163
40, 50, 70, 80	Own	Tskm	8	3.875	3.00	30	1170-1200	18B		Zero	Zero	155-165	1.366	74-82	1.696	AC	C42-1	14	.033-.038	.016	26-33	19-23	4	C	157-163
10802	Own	Lm	8	4	3.2	30	1170-1200	25B		Zero	Zero	#3	#3	#3		AC	C42	14	.033-.038	.016	26-33	19-23	4	C	157-163
90, 100	Own	Wm	8	4.125	3.25	35	2000	28-1/2B		Zero	Zero	184-196	1.23	78-86	1.62	AC	C42-1	14	.033-.038	.016-.019	28-32	19-23	4	C	157-163
Diamond T																									
431, 430 C	Her	XL 264A	6	3-11/16	4-1/8	30-40	1500	12B	.033	.024-.026	.024-.026	149-158	1-11/16					14	.027	.022	31-37	17-21	2	C	
531, 530 C	Her	XL 308A	6	3-13/16	4-1/2	35-45	1500	12B	.020	.020-.022	.020-.022	182-190	1-15/32					14	.027	.022	31-37	17-21	3	C	
532	Her	XL 372	6	4-3/8	4-1/8	40	1500	16B	.023	.020-.022	.020-.022	83-88	1-1/2	133-141	1-45/64	AC		14	.027	.022	31-37	17-21	5	C	
630, 630 C	Her	XL 406	6	4-3/8	4-1/2	40	1500	16B	.023	.020-.022	.020-.022	83-88	1-1/2	133-141	1-45/64	AC		14	.027	.022	31-37	17-21	5	C	
662, 730, 730 C	Her	XL 450	6	4-3/8	5	40-45	1500	16B	.023	.020-.022	.020-.022	83-88	1-1/2	133-141	1-45/64	AC		14	.027	.022	31-37	17-21	5	C	
830, 830 C	Her	XL 501	6	4-1/2	5-1/4	40-45	1500	16B	.023	.020-.022	.020-.022	83-88	1-1/2	133-141	1-45/64	AC		14	.027	.022	31-37	17-21	5	C	
831-Gasoline	HS	590	6	5	5	60				.021	.021								.025	.022	31-37	17-21	5	C	
831-LPG	HS	590	6	5	5	60				.021	.021								.015	.022	31-37	17-21	10	C	
Divco																									
11, 12, 13	Con	F4162	4	3-7/16	4-3/8	34	1800	2B	.014	.014	.016	100	1-27/64	50	1-45/64	#7	#7	18	.035	.020	25-34	17-21	10	CC	160
364, 114, 124, 134, 244	Con	F4162SP	4	3-7/16	4-3/8	34	1800	2B	.018	.018	.018	100	1-27/64	50	1-45/64	#7	#7	18	.035	.020	25-34	17-21	9	CC	160
42, 52-41-51	Own	Super-6	6	3-1/2	4-3/8	40		12B	.022	.012	.016	144	1-7/16	56	1-13/16	#8	#8	14	.028	.018	31-37	17-21	4A	C	170-190
15, 214, 224, 334, 344, 374-154	Her	QXD3AS	6	3-7/16	4-1/8	25-30		5B	.008	.008	.010	125-135	1-3/4	56	1-13/16	#9	#9	14	.028	.022	31-37	17-21	4	C	
Dodge																									
L6-D100	Own	L6-D1	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D100	Own	L8-D1	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D200	Own	L6-D2	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D200	Own	L8-D2	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D300	Own	L6-D3	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D300	Own	L8-D3	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D400	Own	L6-D4	6	3.437	4.5	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D400	Own	L8-D4	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D500	Own	L6-D5	6	3.437	4.5	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	36-42	2	C	159-165
L8-D500	Own	L8-D5	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D600	Own	L6-D6	6	3.437	4.766	40	800	12B	.010	.010	.018	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D600	Own	L8-D6	8	3.63	3.8	65	1500	14B	0	0	0	160-172	1.31	68-76	1.68	AL	AR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165

KEY TO ABBREVIATIONS APPEARS AT END OF THIS SECTION

Maintenance managers of many large fleets find that Blue Streak Heavy-Duty Fleet Ignition substantially reduces emergency road calls and "down time" caused by ignition failures. See your Blue Streak jobber for details, or write Standard Motor Products, Inc., Long Island City 1, N. Y.

BLUE STREAK

PIONEER IN HEAVY-DUTY IGNITION FOR FLEETS

Truck Tune-up Data . . .

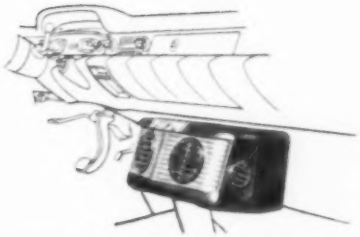
Continued from page 276

TRUCKS	ENGINE					OIL PRESSURE		INTAKE VALVE OPEN	INTAKE TAPPET CLEAR.	OPERATING TAPPET CLEARANCE		VALVE SPRINGS (Pressure at Inches)				SPARK PLUGS				IGNITION					THERMO-STAT
Make and Model	Make	Model	No. of Cylinders	Bore	Stroke	Lbs.	RPM	Top Center Degree	For Valve Timing	Intake	Exhaust	Opened Lbs.	Opened Inches	Closed Lbs.	Closed Inches	Make	Type	Size	Gap	Breaker Point Gap	Cam Angle	Breaker Arm Tension	Spark Occurs	Distributor Rotation	Opens (Degrees)
Dodge (cont.)																									
L8-D400	Own	L8-D4	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D500	Own	L6-D5	6	3.437	4.5	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D500	Own	L8-D5	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-D600	Own	L6-D6	6	3.437	4.766	40	800	12B	.010	.010	.018	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-D600	Own	L8-D6	8	3.63	3.8	65	1500	14B	0	0	0	160-172	1.31	68-76	1.68	AL	AR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L8-D700	Own	L8-D7	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.035	.015-.018	26-29	17-20	4	C	159-165
L8-D800	Own	L8-D8	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.035	.015-.018	26-29	17-20	4	C	159-165
L8-D900	Own	L8-D9	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.035	.015-.018	26-29	17-20	4	C	159-165
L8-C500 (COE)	Own	L8-C5	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L8-C600 (COE)	Own	L8-C6	8	3.63	3.8	65	1500	14B	0	0	0	160-172	1.31	68-76	1.68	AL	AG-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L8-C700 (COE)	Own	L8-C7	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.135	.015-.018	36-39	17-20	4	C	159-165
L6-P300 (FC)	Own	L6-P3	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-P300 (FC)	Own	L8-P3	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-P400 (FC)	Own	L6-P4	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-P400 (FC)	Own	L8-P4	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-W100 (4x4)	Own	L6-W1	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL		14	.035	.020	36-42	17-20	2	C	159-165
L8-W100 (4x4)	Own	L8-W1	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL		14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-W200 (4x4)	Own	L6-W2	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL		14	.035	.020	36-42	17-20	2	C	159-165
L8-W200 (4x4)	Own	L8-W2	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL		14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-W300 (4x4)	Own	L6-W3	6	3.437	4.5	40	800	14B	.010	.010	.014	107-115	1.375	40-45	1.75	AL		14	.035	.020	36-42	17-20	2	C	159-165
L8-W300 (4x4)	Own	L8-W3	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL		14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-W300M (4x4)	Own	L6-W3M	6	3.25	4.625	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L6-W500 (4x4)	Own	L6-W5	6	3.437	4.766	40	800	12B	.010	.010	.018	107-115	1.375	40-45	1.75	AL	AR-51	14	.035	.020	36-42	17-20	2	C	159-165
L8-W500 (4x4)	Own	L8-W5	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL	AGR-41	14	.035	.015-.018	29-32	17-20	6	C	159-165
L8-T700 (6w)	Own	L8-T7	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.035	.015-.018	26-29	17-20	4	C	159-165
L8-T800 (6w)	Own	L8-T8	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.035	.015-.018	26-29	17-20	4	C	159-165
L8-T900 (6w)	Own	L8-T9	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL	AGR-41	14	.035	.015-.018	26-29	17-20	4	C	159-165
L6-S400 (S.B.)	Own	L6-S4	6	3.437	4.5	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL		14	.035	.020	36-42	17-20	2	C	159-165
L8-S400 (S.B.)	Own	L8-S4	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL		14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-S500 (S.B.)	Own	L6-S5	6	3.437	4.5	40	800	12B	.010	.010	.014	107-115	1.375	40-45	1.75	AL		14	.035	.020	36-42	17-20	2	C	159-165
L8-S500 (S.B.)	Own	L8-S5	8	3.63	3.8	65	1500	14B	0	0	0	134-146	1.31	49-57	1.68	AL		14	.035	.015-.018	29-32	17-20	6	C	159-165
L6-S600 (S.B.)	Own	L6-S6	6	3.437	4.766	40	800	12B	.010	.010	.018	107-115	1.375	40-45	1.75	AL		14	.035	.020	36-42	17-20	2	C	159-165
L8-S600 (S.B.)	Own	L8-S6	8	3.63	3.8	65	1500	14B	0	0	0	160-172	1.31	68-76	1.68	AL		14	.035	.015-.018	29-32	17-20	6	C	159-165
L8-S700 (S.B.)	Own	L8-S7	8	3.94	3.63	65	1500	15B	0	0	0	122-130	1.31	52-58	1.68	AL		14	.035	.015-.018	26-29	17-20	4	C	159-165
Duplex																									
WC 244	Con	F6244	6	3-7/16	4-3/8									69	1.617	Ch	8 com	18	.025						
GR (x4, 6x6)	Con	B6427	6	4-5/16	4-7/8	40-50		16B		.017	.022	144	1.316	69	2.117	Ch	8 com	18	.025						
L 6602	Con	R6602	6	4-7/8	5-3/8	50-60		17B	.010	.018	.024	160	1.617	50	2-35/64	Ch	J8	14	.025	.020					
LH, HRG (6x4)	Her	RXLD	6	4-3/4	5-1/4	36	1600	2A	.010	.010	.016	102	2-5/32	50	2-35/64	AL	AT8	14	.025	.020					
RH	Her	RX6	6	4-5/8	5-1/4	36	1600	2A	.006	.010	.016	102	2-35/64			AL	AT8	14	.025	.020					
TH	Her	JXD	6	4	4-1/4	26	1600	5A	.010	.006	.008	58	1.92	43	1.92	AL	AT8	14	.025	.020					
RH	Her	WXLC3	6	4-1/4	4-1/4	26	1600	2A			.010	102	2-35/64	50	2-35/64	AL	AT8	14							
Ford																									
F-800, F-900, T-750, T-800, C-800, C-900	Own	332 H.D. V-8	8	3.8	3.66	35-40	2000	34B	0	.020	.020	161-177	1.39	71-79	1.78	Ch	F-10	18	.028-.032	.014-.016	26-28.5	17-20	6	CC	157-162

KEY TO ABBREVIATIONS APPEARS AT END OF THIS SECTION

TAKE THE HEAT OUT OF YOUR FLEET!

CUSTOM . . . under the hood



COOL-PACK . . . under the dash

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GM
THE PROMISE OF THE FUTURE

HARRISON RADIATOR DIVISION, GENERAL MOTORS CORPORATION, LOCKPORT, N. Y.

Truck Tune-up Data . . . Continued from page 278

TRUCKS	ENGINE					OIL PRESSURE		INTAKE VALVE OPEN	INTAKE TAPPET CLEAR.	OPERATING TAPPET CLEARANCE		VALVE SPRINGS (Pressure at Inches)				SPARK PLUGS				IGNITION					THERMO-STAT
												Opened		Closed											
Make and Model	Make	Model	No. of Cylinders	Bore	Stroke	Lbs.	RPM	Top Center Degree	For Valve Timing	Intake	Exhaust	Lbs.	Inches	Lbs.	Inches	Make	Type	Size	Gap	Breaker Point Gap	Cam Angle	Breaker Arm Tension	Spark Occurs	Distributor Rotation	Opens (Degree)
Ford (cont.)																									
F-100, F-250, F-350, F-500, B-500																									
F-600, P-350, P-400, P-500, B-600	Own	223 Six	6	3.625	3.6	45-50	2000	24B	0	.019	.019	161-177	1.39	71-79	1.78	Ch	860	18	.028-.032	.024-.026	35-38	17-20	4	C	157-162
F-700, C-550, C-600, C-700, B-700	Own	272 V-8	8	3.62	3.3	45-50	2000	25B	0	.019	.019	161-177	1.39	71-79	1.78	Ch	860	18	.028-.032	.014-.016	26-28.5	17-20	5	CC	157-162
F-750, C-750, B-750	Own	302 H.D. V-8	8	3.625	3.66	35-40	2000	34B	0	.020	.020	161-177	1.39	71-79	1.78	Ch	F-10	18	.028-.032	.014-.016	26-28.5	17-20	6	CC	157-162
T-700	Own	272 H.D. V-8	8	3.62	3.3	45-50	2000	25B	0	.019	.019	161-177	1.39	71-79	1.78	Ch	F-10	18	.028-.032	.014-.016	26-28.5	17-20	10	CC	157-162
Freightliner																									
All models	Cum	NHB-600	6	5-1/8	6	55	2100			.014	.027	114	1-27/32	82	2-1/4	Diesel				Diesel					
FWD																									
223 D	GM	4-71, 6-71	4,6	4-1/4	5	45	–	–	–	.008	–	–	–	–	–	Diesel				Diesel					
409, 6-609	GM	3-71	3	4-1/4	5	45	–	–	–		–	–	–	–	–	Diesel				Diesel					
408, L-408	Wau	145GK, 145GKB				40	2400	5A	.010	.013	.024	102.5	2-1/16	65-75	2-31/32	Ch	H9	18	.025	.020			TDC		
367, 6-407	IH	RD501	6	4-7/8	5-3/8	40-45	1200	12B	.020	.020	.018	102.5	2-1/16	65-75	2-31/32	Ch	J6	14	.033	.018-.024	31-37	17-21	5	C	
326, 6-365, 6-366, G6-406	IH	RD450	6	4-3/8	5	40-45	1200	8B	.023	.018	.018	133-141	1.706		2-9/16	Ch	J6	14	.028-.033	.018-.024	31-37	17-21	5	C	
285, M285, 6-325	IH	RD406	6	4-3/8	4-1/2	40-45	1200	8B	.023	.018	.018	83-88	1.503		2-11/32	Ch	H9	18	.025	.018-.024	31-37	17-21	5	C	
264, M 264, 284, M 284, 6-324	IH	RD372	6	3-3/8	4-1/8	40-45	1200	8B	.023	.018	.018	133-141	1.706		2-9/16	Ch	J6	14	.028-.033	.018-.024	31-37	17-21	5	C	
182, 202, 222, 232, 6-222, 6-282	IH	BD282	6	3-3/16	4-1/8	40-45	1200	8B	.023	.018	.025	83-88	1.503		2-11/32	Ch	J6	14	.028-.033	.018-.024	31-37	17-21	6	C	
171, 181, 6-221	IH	BD308	6	3-9/16	4-1/2	40-45	1200	5B	.023	.025	.025	103-11	1.668		2-33/64	Ch	J8	14	.028-.033	.018-.024	31-37	17-21	6	C	
140, U 150	IH	BD240	6	3-9/16	4-1/64	40-45	1200	10B	.023	.026	.026	149-158	1.653		2-11/16	Ch	J8	14	.028-.033	.018-.024	31-37	17-21	6	CC	
International Harvester																									
A-100, 110, 120, 130	IH	BD220	6	3-9/16	3-11/16	30-40	1500	12B	.033	.024	.026	149-158	1-11/16			#10	#10	14		.019	31-37	17-21	4B		
A-150, 160	IH	BD240	6	3-9/16	4-1/64	30-40	1500	12B	.033	.024	.026	149-158	1-11/16			#10	#10	14	.028-.033	.019	31-37	17-21	4B		
A-120 4x4, A-140 4x4, A-160 4x4	IH	BD264	6	3-11/16	4-1/8	30-40	1500	12B	.033	.024	.026	149-158	1-11/16			#10	#16	14	.028-.033	.019	31-37	17-21	4B		
A-170, A-180	IH	BD282	6	3-13/16	4-1/8	35-45	1500	12B	.020	.020	.022	182-190	1-15/32			#10	#10	14	.028-.033	.019	28-35	17-21	6B		
AC-170, ACF-170, AC-170 4x4	IH	BD308	6	3-13/16	4-1/2	35-45	1500	12B	.020	.020	.022	182-190	1-15/32			#10	#10	14	.028-.033	.019	28-35	17-21	3B		
AC-180, ACF-180, AC-180 4x4	IH	BD308	6	3-13/16	4-1/2	35-45	1500	12B	.020	.020	.022	182-190	1-15/32			#10	#10	14	.028-.033	.019	28-35	17-21	3B		
R-185, 190, 191, 192, 194, 195, 1856, CO-190, 191, 192, 195	Own	RD372	6	4-3/8	4-1/8	35-45	1500	16B	.023	.020-.022	.020-.022					#11	#11	14	.028-.033	.018-.024	31-37	17-21			
RF-190, 191, 192, 195, 200, 201, 202, 205, R-200, 201, 202, 205, 196, CO-200, 201, 202, 205, COF-190, 191, 192, 195, 200, 201, 202, 205, C-405-L, TC-405-L, FC-405-L	Own	RD406	6	4-3/8	4-1/2	35-45	1500	16B	.023	.020-.022	.020-.022					#11	#11	14	.028-.033	.018-.024	31-37	17-21			
R-210, 211, 212, 206, RF-210, 211, 212, 214,	Own	RD450	6	4-3/8	5	35-45	1500	16B	.023	.020-.022	.020-.022					#11	#11	14	.028-.033	.018-.024	31-37	17-21			
R-220, 221, 222, 225, CO-220, 221, 222, 225, RF-230	Own	RD501	6	4-1/2	5-1/4	35-45	1500	16B	.023	.020-.022	.020-.022					#11	#11	14	.028-.033	.018-.024		17-21			
V-190, VF-190	IH	V-401	8	4-1/8	3-3/4	50-55	1500	22B		Hydraulic						#10	#10	14	.025-.030	.016		17-20	5B		
V-200, VCO-200, VF-200 VCOF-200	IH	V-461	8	4-1/8	4-5/16	50-55	1500	22B		Hydraulic						#10	#10	14	.025-.030	.016		17-20	7B		
VF-210, VF-220, ACO-195, ACO-220, ACOF-190, ACOF-200	IH	V-549	8	4-1/2	4-5/16	50-55	1500	22B		Hydraulic						#10	#10	14	.025-.030	.016		17-20	7B		
Kenworth																									
585, 829	HS	590GV3	6	5	5	60	2800	10B		.016	.016					Ch	J5	14	.025	.022	31-37	21	5	C	
851, 854	Con	R6513	6	4-1/2	5-3/8	50-60		19B		.020	.024							18	.025						
521, 522, 523, 524, 548, 552	Cum	NHB	6	5-1/8	6					.014	.022	78	2-1/4	109	1-27/32										

KEY TO ABBREVIATIONS APPEARS AT END OF THIS SECTION

RUGGED
TURNPIKE TESTS PROVE
SILVERTIP BRAKE BLOCKS
Last Longer, Reduce Drum Wear
Depend on Silvertip where roads and loads put an extra strain on brakes. Road tests under all conditions prove that you get safer all-weather stops and over 25% additional mileage with Silvertip Heavy-Duty Brake Blocks. Silvertip Brake Blocks are waterproof, glazeproof, heat and fade-resistant. Precision molding of Silvertip's special heat dissipating compound reduces downtime required for servicing scored and heat-checked drums. Silvertip wears evenly, doesn't develop "hot spots" that can cause fast deterioration. Look at it from any angle . . . increased safety and mileage . . . decreased maintenance and downtime . . . it pays to buy Silvertip Heavy-Duty Brake Blocks!
CONTACT YOUR GRIZZLY DISTRIBUTOR TODAY!
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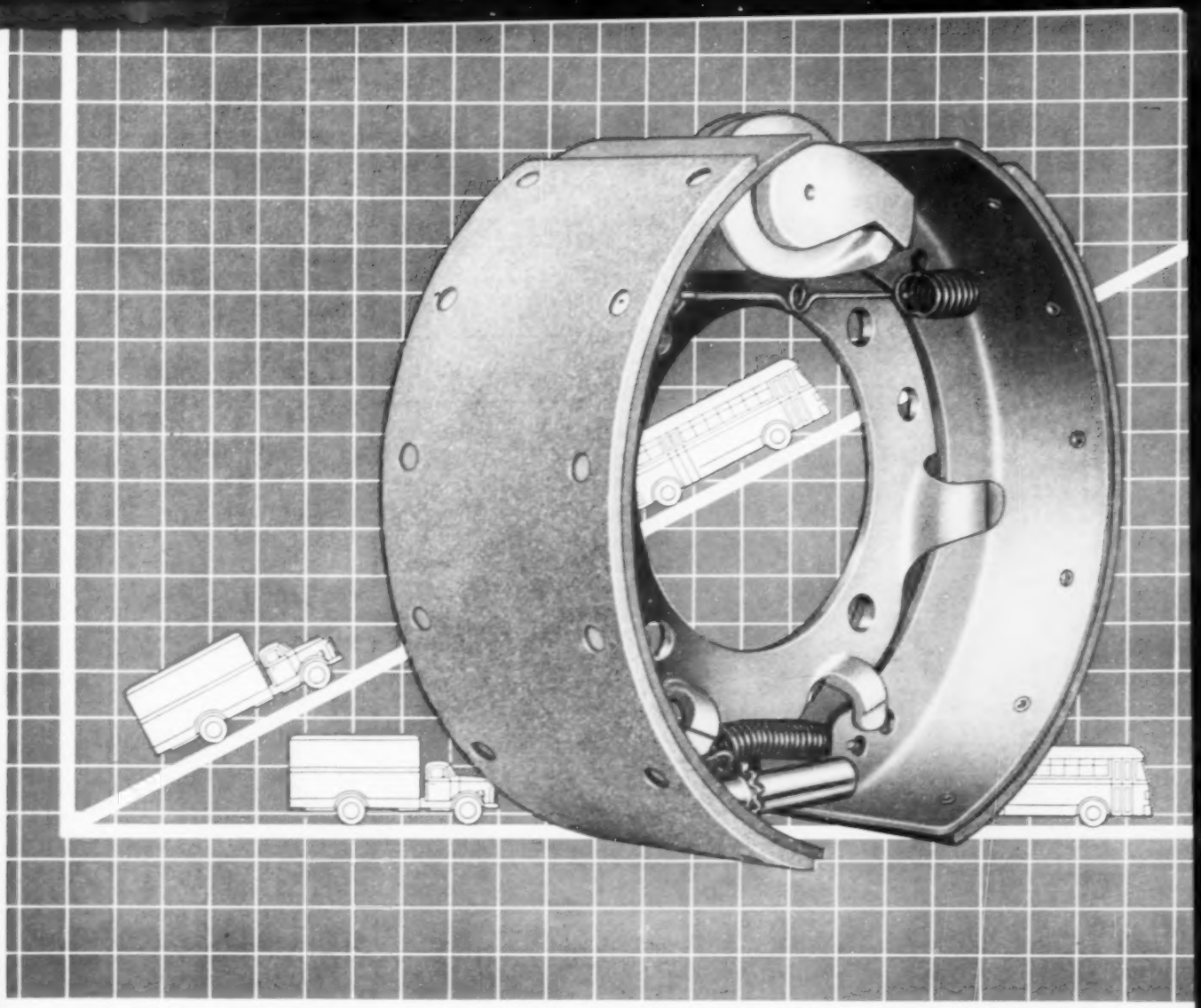
BRAKE BLOCK
WAREMONT
GRIZZLY MANUFACTURING DIVISION • PAULDING, OHIO

Truck Tune-up Data . . .

Continued from page 280

TRUCKS	ENGINE					OIL PRESSURE		INTAKE VALVE OPEN	INTAKE TAPPET CLEAR.	OPERATING TAPPET CLEARANCE		VALVE SPRINGS (Pressure at Inches)				SPARK PLUGS				IGNITION					THERMO-STAT
												Opened		Closed											
Make and Model	Make	Model	No. of Cylinders	Bore	Stroke	Lbs.	RPM	Top Center Degree	For Valve Timing	Intake	Exhaust	Lbs.	Inches	Lbs.	Inches	Make	Type	Size	Gap	Breaker Point Gap	Cam Angle	Breaker Arm Tension	Spark Occurs	Distributor Rotation	Opens (Degrees)
Oshkosh																									
W-214, W-314	Con	R-6427	6	4-5/16	4-7/8	40-50		16B	.017	.017	.022	144	1.316	69	1.617	Ch	8 com	18	.025	.022	31-37	17-21		C	
W-214D, W-314 D	Con	TD6427	6	4-5/16	4-7/8	40-60		20B		.017	.022	130	1.11	69	1.548	Ch	8 com	18	.025						
W-414	Con	T-6427	6	4-5/16	4-7/8	40-60		20B	.017	.018	.022	130	1.11	69	1.548	Ch	8 com	18	.025	.022	31-37	17-21		CC	
W-614, W-1700 C, W-1700 CR	Con	R-6513	6	4-1/2	5-3/8	50-60		19B		.018	.024	90	1.367	38	1.867	Ch	8 com	18	.025						
W-814, W-824	Con	R-6572	6	4-3/4	5-3/8	50-60		19B		.018	.024	173	1.75	78	2.25	Ch	8 com	18	.025						
W-815, W-825	Con	R-6602	6	4-7/8	5-3/8	50-60		17B		.018	.024	160	1.617	67	1.117	Ch	8 com	18	.025						
W-816, W-826	Cum	HB-600	6	4-7/8	6	30-50	1800	5B		.014	.022	179-198	2-3/16	110-122	2-11/16	Diesel				Diesel					
W-817, W-827, WA-906	Cum	HRFB-600	6	5-1/8	6	30-50	2000	5B		.014	.022	179-198		110-122		Diesel				Diesel					
WA-2208	Cum	NHB-600	6	5-1/8	6	30-50	2100	20B		.014	.024	104-114	1-17/32	74-82	2-1/4	Diesel				Diesel					
W-2209	Cum	NHRBS-600	6	5-1/8	6	30-50	2100	55B		.014	.027	104-114		74-82		Diesel				Diesel					
W-2211	Wau	145-E KB	6	5-1/4	6	40	2400	15B	.064C	.013C	.030C	158	2-3/8	67	2-31/32	Ch	H9	14	.025	.018	31-37			C	
W-2206	HS	1091-G-I	6	5-3/4	7	60	1000	10B		.021	.031	143	2	76	2.5	Ch		18	.016	.021	27-37			CC	
Reo																									
F-20	Own	255 OA-LPG	6	3-5/8	4-1/8	40	2000	50B	.015	.015	.015	183		67		Ch	J7	14	.025	.016	38-45	19-23	6	C	183
F-22, F-22 R, AC-403, 506 F-216, F-506 (6x6)	Own	331 OA	6	4-1/8	4-1/8	40	2000	5B	.015	.025	.015	178-188		64-70		Ch	J6	14	.025	.022	31-37	19-23	7	C	183
F-22, F-22 R, AC-403, F-506 F-216	Own	331 OA-LPG	6	4-1/8	4-1/8	40	2000	5B	.015	.015	.015	183		67		Ch	J6	14	.020	.016	38-45	19-23	6	C	183
F22R, F50, AC403, AC503, F506, F506 (6x6), F536, F216	Own	OH-160-LPG	6	4-1/8	4-1/8	40	2000	15B	.020	.020	.020	183		67		Ch	J6	14	.020	.022	31-37	19-23	8	C	183
F22R, F50, AC403, AC503, F50G F506 (6x6), F216, F536	Own	OH-170	6	4-1/8	4-1/8	40	2000	23B	.020	.020	.020	178-188		64-70		Ch	J6	14	.025	.016	38-45	19-23	2A	C	183
AC733	Own	OV-207	8	3-7/8	4-1/8	45-55	3200	23B	.020	.020	.020	178-188		64-70		Ch	H9	14	.025	.016	26-33	19-23	TDC	C	182
A-600, A-607, A-700, A-603, AC-603, A-703, AC-703, A-630, A-730, A-633, AC-633, A-733, AC-733	Own	OV235 & LPG	8	4-1/8	4-1/8	45-55	3200	23B	.020	.020	.020	178-188		64-70		Ch	H9	14	.025	.016	26-33	19-23	TDC	C	182
F20, F120	Own	255OA	6	3-5/8	4-1/8	40	2000	5B	.015	.015	.015	183		67		Ch	J7	14	.025	.016	38-45	19-23	6	C	183
F20, F22, F120, F122	Own	292OA	6	3-7/8	4-1/8	40	2000	5B	.015	.015	.015	183		67		Ch	J6	14	.025	.016	38-45	19-23	6	C	183
Studebaker																									
3E5	Own	3E	6	3	4-3/8	40	2200	15B	.020	.016 C	.016 C	93-103	1-5/16			Ch	J7	14	.028-.033	.018-.022	38-40	17-20	2	CC	160
3E7, 3E12, 3E28, 3E28B, 3E13, 3E6, 3E11	Own	3E	8	3-9/16	3-1/4	40	1400-1600	11B	.030	.025-.027C	.025-.027C	105-115	1-43/64			Ch	H10	14	.033-.038	.013-.018	28-34	19-23	4	CC	160
3E14, 3E16, 3E16B, 3E17, 3E17B	Own	4E	6	3-5/16	4-3/4	40	1400-1600	15B	.020	.016 C	.016 C	125-135	1-3/4			Ch	J7	14	.028-.033	.022	31-37	17-21	2	CC	160
3E38, 3E38B	Own	5E	8	3-9/16	3-1/4	40	1400-1600	11B	.030	.025-.027C	.025-.027C	105-115	1-43/64			Ch	H10	14	.033-.038	.013-.018	28-34	19-23	4	CC	160
3E40, 3E40B	Own	6E	8	3-9/16	3-5/8	40	1400-1600	11B	.030	.025-.027C	.025-.027C	105-115	1-43/64			Ch	H10	14	.033-.038	.013-.018	28-34	19-23	4	CC	160
Walter																									
ARB	Le Roi	H-540	8	5-1/2	4-1/4			TDC		.013	.013	106	1.6	53	2.0	Ch	J8	14	.027	.018			35	CC	
ACB, ACR, ACU	Cum	NAB-600	6	5-1/8	6	30		20B		.014	.027														
AGB, AGR	Wau	145GKB	6	5-1/4	6	40		15B		.014	.027	#4	#4			Ch	J6	14	.025	.018		19-23	TDC	C	
FGB	Wau	145GK	6	5-1/4	6	40	1500	15B		.013 C	.025 C	#4	#4			Ch	J6	14	.025	.018		19-23	TDC	C	
FEK, AEB	Wau	140GZ	6	4-5/8	5-1/2	40		15B		.013 C	.025 C	#5	#5			Ch	J6	14	.025	.018				C	
FZM	Wau	6MZA	6	4-1/4	4-3/4	40	1500	8B	.008	.009 C	.019C	101	1-31/32	64	2-11/32	Ch	J6	14	.025	.018				C	

KEY TO ABBREVIATIONS APPEARS AT END OF THIS SECTION



BENDIX DUO-DUTY AUXILIARY BRAKE

Power to hold on grades . . . Power to stop at road speeds

The Bendix* Duo-Duty auxiliary brake serves the double purpose of a positive parking brake and an emergency road-speed brake.

FOR PARKING, the Duo-Duty brake has ample torque capacity to keep the braked wheels from rolling on any hill or ramp, regardless of how steep.

FOR EMERGENCIES, it has the torque and thermal capacity to serve as a dependable stand-by brake at road speeds should the main braking system, for any reason, fail to work.

Minimum physical pull at the hand lever, less weight, fewer parts, mechanically simple.

A heavy-duty drive shaft brake that is rugged and right . . . built and backed by Bendix.

*REG. U.S. PAT. OFF.

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Comfort and Durability

NO. 105
DELUXE
DRIVER SEAT

Rigid bucket type "Posture Designed" for maximum driving comfort. Spring or foam rubber filled. One piece aluminum back. Leather mohair or leatherette cover.

NO. 122
METROPOLITAN
SEAT

"Living Room Comfort" single unit spring construction. Rigid tubular frame. Chrome handle grips. One piece aluminum back. Leather mohair or leatherette cover.

CUSTOM BUILT
To Your Specifications

For further information write or call

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1314 Harmon Place, Minneapolis 3, Minn.
Division
AMERICAN WICKER WORKS

PROTECTED SALES TERRITORIES AVAILABLE

Truck Tune-up Data . . .

Continued from page 282

TRUCKS	ENGINE					OIL PRESSURE		INTAKE VALVE OPEN	INTAKE TAPPET CLEAR.	OPERATING TAPPET CLEARANCE		VALVE SPRINGS (Pressure or Inches)				SPARK PLUGS				IGNITION					THERMO-STAT
												Opened		Closed											
Make and Model	Make	Model	No. of Cylinders	Bore	Stroke	Lbs.	RPM	Top Center Degree	For Valve Timing	Intake	Exhaust	Lbs.	Inches	Lbs.	Inches	Make	Type	Size	Gap	Breaker Point Gap	Cam Angle	Breaker Arm Tension	Spark Occurs	Distributor Rotation	Opens (Degrees)
White																									
3014, 3015	Own	116A	6	3-3/4	4-1/2	30	3000	15B		0	0	122-131		73-80		Ch	J6	14	.025	.022	35	19-23	6	C	
WC-16, 3014 W, 3015 W, 3016	Own	25'A	6	4	5-1/8	30	3000	15B		0	0	#6		90-100		Ch	J6	14	.025	.022	31-37	17-20	3	C	
WC-20, WC-20PLT, 3020, 3020PLT	Own	380A	6	4-5/8	5	40	2900	15B		0	0	175-185		90-100		Ch	6 com	18	.025	.022	31-37	19-23	9	C	
Willys																									
DJ-3A	Own	L4 - 134	4	3.125	4.375	35	2000	9B	.020	.016 C	.016 C	120	1.75	53	2.109	#12	#12	14	.030	.020	37-43	17-20	5	CC	165
L6-226 (all), FC-170	Own	L6 - 226	6	3.312	4.375	35	1700	2B	.018	.014 C	.014 C	107	1.312	51	1.672	#12	#12	14	.030	.020	36-42	17-20	5	CC	165
FC-150, CJ-5, CJ-6, CJ-3B, F-4-134 (all)	Own	F4 - 134	4	3.125	4.375	35	2000	9B	.026	.018 C	.016 C	153	1.40	73	1.66	#12	#12	14	.030	.020	37-43	17-20	5	CC	165

KEY TO ABBREVIATIONS

Truck Models
COE–Cab-over-engine
FC–Forward control
6W–Six wheeler
SB–School Bus

Engines
Cum–Cummins
Wh–White
Con–Continental
Thm–Thrifmaster
Jm–Jobmaster

Engines (Cont.)
Tskm–Taskmaster
Lm–Loadmaster
Her–Hercules
Div–Divco
GM–General Motors
Wau–Waukesha
IH–International Harvester
HS–Hall Scott
BD–Black Diamond
RD–Red Diamond

Tappet Clearance
#1–opening .022
closing .030
C–Cold

Valve Springs
#2–Open: Inner 86-94 @ 1.367; Outer 153-167 1.617. Closed: Inner 35-41 1.867; Outer 63-71 2.117
#3–Open: Inlet 91-97 1.12; Exhaust 139-149 .960. Closed: Inlet 43-48 1.5; Exhaust 58-66 1.34

Valve Springs (Cont.)
#4–Open: Inner 70 2 1/16; Outer 104 2-3/8. Closed: Inner 42 2-21/32; Outer 67 2-31/32.
#5–Open: Inner 70 2-7/16; Outer 127 21/32. Closed: Inner 30 1-31/32 Outer 67 2-3/16.
#6–Open: Inner 145-155; Outer 141-151

Spark Plugs
Ch–Champion
Al–Auto-Lite
re–resistor

Spark Plugs (Cont
#7–Models 11, 12, 13, 364: AC 86 or Ch 8 com.
#8–42,52: AC 46 com, Ch J11-64.
#9–Other models: AC or Ch 48 com
#10–AC-45, Ch J8, AL A7
#11–AC-43 com, LC J6, AL A5
#12–AL A7 or Ch J8

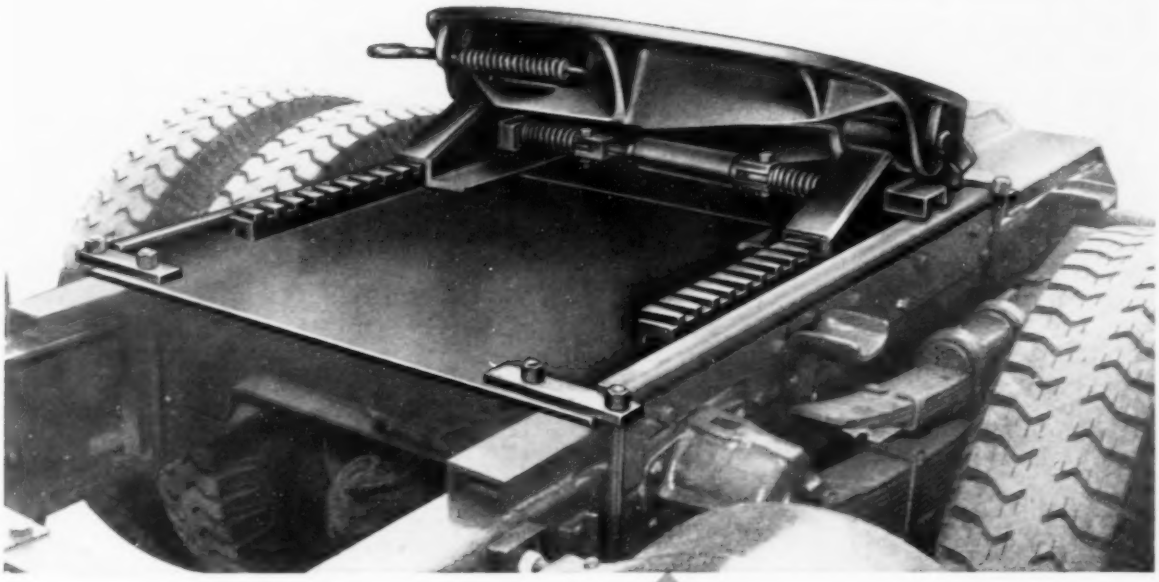
Spark Occurs
#13–2-barrel carburetor, 10B
4-barrel carburetor, 8B

*Use Thm-SPL, same specs. as Thm 235 engine

NOW

HOLLAND'S "2500" SLIDING 5th WHEEL

FOR BIGGER PAYLOAD



AUTOMATIC CAB CONTROL — ONE-MAN OPERATION

Holland's new 2500-36 Sliding Fifth Wheel has met with tremendous enthusiasm on the part of users, all of whom say that it has materially boosted their trailer payloads. Having 15 positions in 1½-inch increments over a travel distance of 23-inches, the load weight can be distributed over the tractor axles, both front and rear, as occasion demands. Also, the gross combination length can be brought into line with any highway regulation without lessening the payload. Simple, easy installation, and it becomes a veritable Rock of Gibraltar. Takes no time at all to couple and lock, — one man does it, from the cab, automatically. Ask us about it; we'll give you all the facts and details.

EASIEST TO INSTALL
EASIEST TO OPERATE

•

LATERAL 2-WEDGE LOCKING
TAKES UP ALL THE PLAY

Holland Hitch

HOLLAND HITCH COMPANY
Holland, Michigan

Truck Lubrication Requirements

Make and Model	Engine Oil Viscosity	Engine Oil Temperature° Above	Engine Oil Temperature° Below	Transmission Summer	Transmission Winter	Rear Axle Summer	Rear Axle Winter	Steering Gear	Universal
Autocar									
All				50	50	140	90	S140,W90	
Brockway									
All	30			140	90	EP90	EP90	140	
Chevrolet									
All	20 or 20W	32							
	10W	0	32						
	5W		0	90	90	90	90	CL	
Diamond T									
723, 723C, 723JT, 723CJT, 921, 921B, 921F, 921R, 921BR, 921FR, 921N, 921BN, 921FN, 950, 921C, 923	30	90							
	20	10	90						
	10		10	140	90			EP140	
431, 430C, 531, 530C, 532, 532C, 630, 630C, 830, 830C, 662, 730, 730C	40	32							
	20W	10	32						
	10W		10	140	90			EP140	
831				1	1			EP140	
	30	32	90						
	20	10	32						
Divco									
15, 214, 224, 244, 334, 344, 374, 11, 12, 13,	S30, W20W			140	90	140	90	90	S140, W90
364, 114, 124, 134, 154, 41, 42, 51, 52	W20, W10W			140	90	140	90	140	
Dodge									
100-600 (Except W500)	30 or 20W-40	32		#4	#5	90	90	90	
W500, 700-900	30 or 20W-40	32		#4	#5	140	140	90	
Duplex									
TH, WC244	40	80							
	30	32	80						
	20W	0	32	140	90	140	90		
All others	50	80							
	40	32	80						
	20W	0	32	140	90				
Ford									
All	40	100							
	30	32	100						
	20-20W	10	32						
	10-10W	-10	10			*	*		
	5W		-10	#2MP	#2 MP	#3MP	#5MP	MP90	CL
Freightliner									
All	S30HD, W20HD			140	90	140	90	90	90
FWD									
Wau engines – GMC Diesels – Cummins	S30, W10			140	90	90	80	140	
All others	S40, W20			140	90	90	80	140	
GMC									
100-150 — High Speed Operation	30	32	120						
Normal Operation	20	32	40						
If starting is Problem	20W	10	80						
" " " "	10W	-10	60						
Cold Weather Operation	5W	-30	-10	**MPorE	MPorE	MP	MP	SG	MP
250-450	Same as above			MPorE	MPorE	MP	MP	E	MP
F350-450	Same as above			MPorE	MPorE	MP	MP	E	MP
500 - Standard	Same as above			MP	MP	MP	MP	C	MP
Hydramatic				E	E				
Auxiliary Transmission				ES	ES				
SFM 460	Same as above			E	E	MP	MP	C	MP
550-600-W550	Same as above			MP	MP	MP	MP	SG	ES
Auxiliary Transmission				ES	ES				
F550, F600, FW550				MP	MP	MP	MP	SG	ES
Auxiliary Transmission	Same as above			ES					
630, 660 W630, W660, W670, RA800	Same as above			SP-ES	SP-ES	MP	MP	SG	ES
				FU-G	FU-G				
Auxiliary Transmission				ES					
F-630,F660, FW600, FRA800	Same as above			SP-ES	SP-ES	MP	MP	SG	ES
				FU-G	FU-G				
Auxiliary Transmission				ES	ES				
D630, D660, PW660, DRA800, D930, DW950, DW970	30	32	120	ES	ES	MP	MP	SG	ES
DF660, DFRA800, DFRA860, DF860, DFRW860, DFW950	20W	-10	60	SP-ES	SP-ES	MP	MP	SG	ES
	10W	-30	-10	FU-G	FU-G				
Auxiliary Transmission				ES	ES				

Key to abreviations at end of section – Turn page

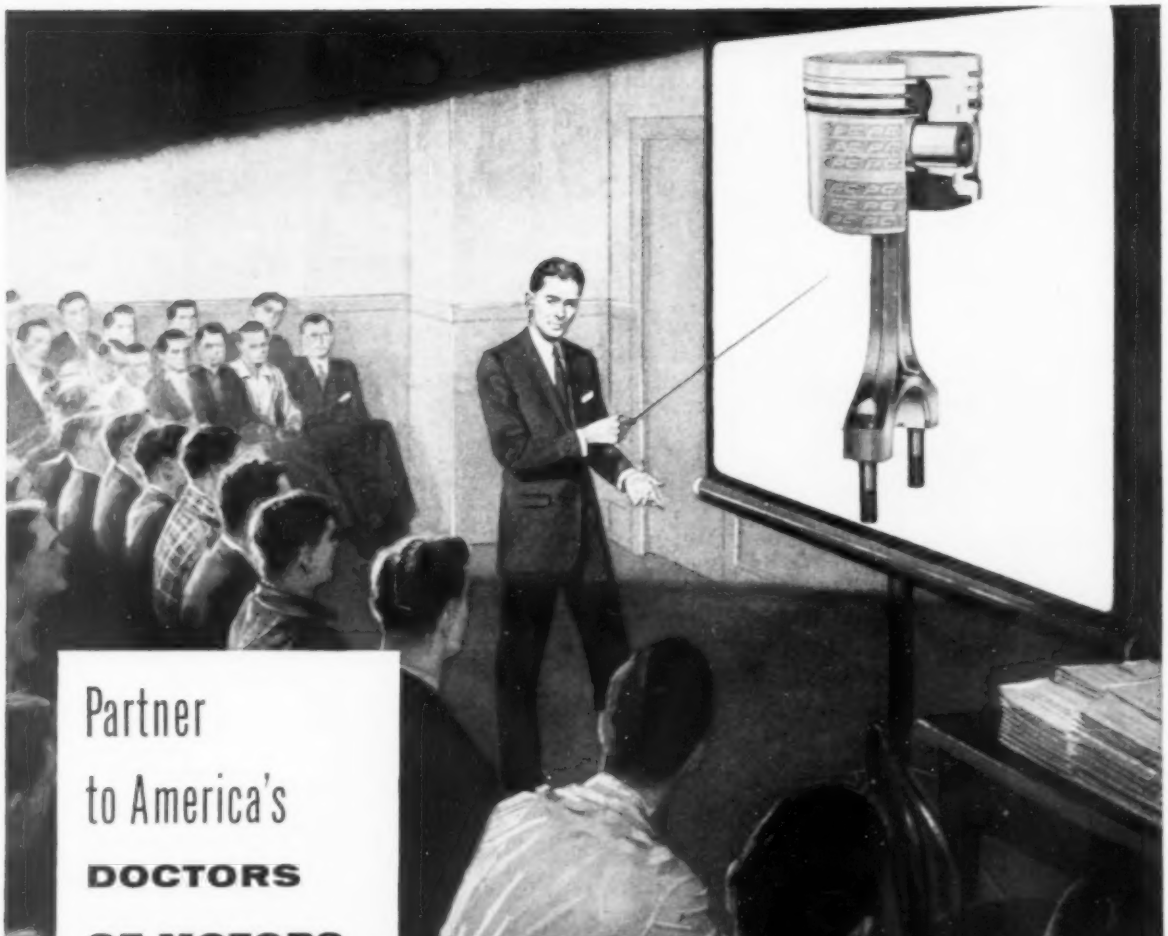
Make and Model	Engine Oil			Transmission		Rear Axle		Steering Gear	Universal
	Viscosity	Temperature° Above	Temperature° Below	Summer	Winter	Summer	Winter		
International Harvestor									
A106-160, A170-180, AC series, R185 up, U190 up, CO series	30	32							
	20	10	32					90	
	10		10	90	80	140	90	140	140
Kenworth									
All	30	90							
	20	32	90						
	10W		32	#1	#1	140	140	140	
Mormon-Herrington									
104, 504, 604, 704, 754, 804, 904, C704, C754, C804, C904, 756, 806	Same as Ford								
Oshkosh									
W-214, W-314, W-214D, W-314D, W-414	40	50							
	20		50	140	90	140	90	140	
W-815, W-825, W-1700CR, W-816, W-826, WA-2208, W-2209	30	80							
	20	20	80						
	10		20	140	90	140	90	140	
W-614, W-1700C, W-814, W-824, W-2206	30	32							
	20	0	32						
	10		0	140	90	140	90	140	
W-817, W-827, WA-906, W-2211	50	70							
	40	50	70						
	20	30	50						
	20W	10	30	140	90	140	90	140	
Peterbilt									
All	30	90							
	20	60	90						
	10	10	60	140	90	EP140	EP90	S140,W90	
Reo									
All	30	32							
	20	20	32						
	10	10	20						
	5	0	10	140	50	140	90	90	
Studebaker									
All	30	32							
	20W	10	32						
	10W	-10	10						
	5W		-10	140	90	140	90	140	CL
Walter									
All	S30,W20			EP140	EP140	EP140	EP140	EP140	
White									
33C, 33C-6, 45C, 82C, 89C, 96C, 105C, 126C, 245C, 389C, 317C, 318C, 319C, 320C, 321C, EWRc, 329C, 400C 402C, 403C, 407C	S30HD, W20HD			90	90	EP90	EP90	90	
83C, 404C, 408C, 414C	S30HD, W20HD			50	50	140	140	90	
All others	S30HD, W20HD			50	50	EP140	EP140	90	
Willys									
All models	30	90							
	20	10	90						
	10W	-10	10						
	5W		-10	90	80	EP90	EP90	140	CL

Key to Abbreviations

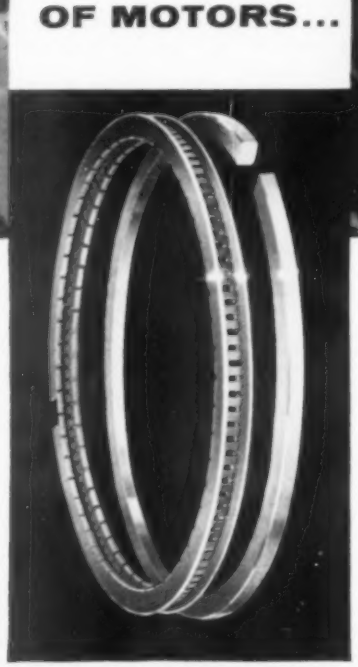
CL – Chassis lube
EP – Extreme pressure
S – Summer
W – Winter
HD – Heavy duty
MP – Multi-purpose
HG – Hypoid gear
E – Heavy duty
ES – SAE-50
SG – No. 0 grade
C – Calcium or aluminum soap pressure gun or sodium soap grease
SP – Spicer
FU – Fuller
G – Straight gear oil

#1 – All Spicer trans., S50, W 50; All Fuller trans., S 140, W90; all Allison trans., S 10, W 10 (hyd. fluid type "C" optional.)
#2 – 90, above 32 deg; 80, below 32 deg.
#3 – 140, above 100 deg.; 90, between 10-100 deg.; 80, below 10 deg.
#4 – All manual shift trans.-SAE 90 Automatics-Load-flyte-Type A Allison 6 speed-Type A or C
#5 – At 10 deg. below or lower use SAE 80 in manual trans.-for Allison 6 speed use Type A
#6 – 20 deg. and up – 90; below 20-80 deg.

* – All models except F800-900, C800-900 T750-800 which require #6 H.G.
** – For GMC-MP (multi-purpose) must conform to "Military Spec. Mil-L-2105." – E is Heavy duty



Partner to America's **DOCTORS OF MOTORS...**



For many, many years, Perfect Circle has been a champion of the thousands of skilled mechanics who keep America on wheels.

In promoting this public recognition of the importance of the skilled mechanic, Perfect Circle also recognizes a responsibility. This is the responsibility of helping mechanics keep up with the constant improvements being made in the modern automotive engine. To this end, Perfect Circle joins PC distributors in conducting Doctor of Motors Clinics like the one pictured above.

The tens of thousands of mechanics who attend these sessions receive valuable technical information, and upon passing a written examination are awarded Certificates attesting their qualifications as Doctors of Motors. Plan to attend the next Doctor of Motors Clinic in your area! Perfect Circle Corporation, Hagerstown, Indiana; The Perfect Circle Co., Ltd., 888 Don Mills Road, Don Mills, Ont.

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YOUR PERSONAL BUSINESS

Specially selected and edited for fleet owners from BUSINESS WEEK, a McGraw-Hill publication

FLEET

Putting off making a will might spell serious financial trouble for your heirs and dependents. It could mean that the very security you have spent your life building up for your family may be whittled down or channeled out of the course you intend it to follow.

This is true even if your estate is small, or the transfer of benefits to your heirs seems short and clear-cut. The law would almost automatically direct the distribution of your property among close relatives, to be sure. But in the process, legal entanglements can cause delays—and cost money.

The importance of wills gets a lot of publicity. Yet the tendency is for people to put off doing anything about it. Part of the reason is that they don't like to contemplate their own demise.

Beyond that, it doesn't make sense to them—they can't see why, in a simple financial and family situation, the lack of a will might have such dire results.

Some of the legal factors involved will show why:

If you make a will, you can name your own executor. If you don't, and die "intestate," there still must be someone to handle the estate. So the court appoints an administrator. Essentially, his job is the same as an executor's—he administers the estate according to law.

But note this: Under the law, several people may have an equal right to be appointed administrator. If each person asserts his right, litigation and expense to the estate may be involved even before an administrator is appointed.

Moreover, the court may appoint an administrator who is antagonistic to the other beneficiaries—those you want most to provide for. For example: A second wife may be unfriendly to children by the first wife of the decedent. Her administration could be damaging to the children.

If you draw a will, you can usually excuse the executor of your choice from giving bond. A court-appointed administrator is almost universally required to be bonded in the amount of the value of the estate's assets. The cost of such a bond—even in a modest-sized estate—may exceed by several times the cost of preparing a will.

A will can give to an executor broader powers, discretion, and authority. An administrator appointed by a court is limited strictly to the laws that regulate the administration of an estate.

The same thing applies when infant or incompetent beneficiaries are involved. A court-appointed guardian—or other fiduciary—must follow the letter of the law. That may work to the beneficiary's disadvantage. (This fiduciary may have to be bonded, thereby adding to the expense.)

But a will can name a person to hold the property, specify how it is to be handled to the best advantage of the beneficiary. Thus a will could result in more efficient administration and a saving of expense.

Your will can be relatively simple. However, the popular idea that a will scrawled on the back of an old envelope is legal is generally untrue. Some states recognize a holographic will (one drawn in your own hand-writing, even without witnesses).

But the recognition doesn't necessarily bar complications. To be on the safe side, a will should be precisely drawn and legally executed. *Continued on next page*

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YOUR PERSONAL BUSINESS

Specially selected and edited for fleet owners from BUSINESS WEEK, a McGraw-Hill publication

Continued from preceding page

Remember what one frustrated judge said when he was trying to figure out what one man meant in his will. He stated, in effect: "Homemade pies are said to be superior. Homemade wills—never."

Keep your will up to date. Changes in fortune, births, deaths, marriage—and the law—may call for revision. One example: the marital deduction tax laws of 1948. Wills drawn before that time should be revised with that provision in mind. It could save a lot of tax money.

●

If you've been away from your office because of illness or injury, you are probably entitled to some tax-free sick pay, under federal law—but there's a rub if you worked while at home or in the hospital.

The Treasury says that if you performed "substantial services" for your concern, while out sick, you lose the $100-a-week tax-free exclusion. The question is—what does the Treasury mean by "substantial services?"

You can hold "occasional short conferences" at the hospital or at home, during a period of illness and recuperation; you can read reports and keep in touch by phone. But you can't go too far beyond this and still qualify for the exclusion. Here's a late case that gives a very general guide:

An executive was seriously ill, at home. He stayed away from his office for months, but was not replaced. Instead, he worked part-time. His secretary called at his house nearly every day, and other executives conferred with him frequently. He continued to set company policy, though he by no means attended to all his normal duties. The court said this amounted to "substantial service." Here are a few other points to keep in mind:

There is generally no limit on the number of weeks to which the exclusion can apply. Nor does recuperation have to be in a hospital or at home.

Your company must have either a formal or informal "wage continuation" plan that is generally applied to executives—you'll not get the exclusion if sick pay is a special concession in your case.

The seven-day rule is strictly enforced. If you are at home due to illness, the exclusion normally starts after seven days. However, if you are absent because of injury (occurring on or off the job), or if you are out because of illness but are in a hospital for at least a full day (24 hours), any time during your absence —your pay from the first day is tax-free, up to $100 a week. (If you return to work prematurely, after an illness, then go back home because of a relapse, a new seven-day waiting period is applied.)

Figure your tax-free pay as though you earned just $100 in a five-day week. If you are out, say, three days because of an injury, you have $60 tax-free income.

In reporting, when you exclude sick pay, you must show how it was computed, the period of absence, the nature of your illness or injury, and whether you were hospitalized.

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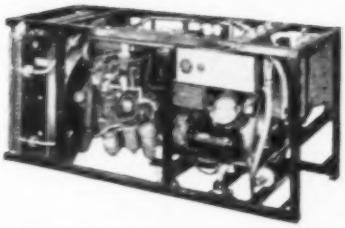
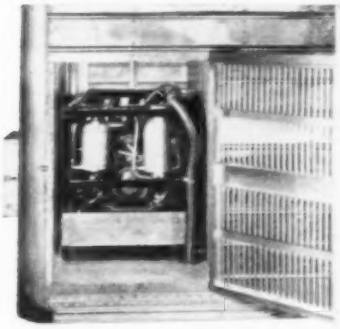
. . . that Tropic-Aire—Carrier mobile refrigeration equipment has been selected for piggy-back service with the Wabash Railroad fleet.



Power plant and condenser, Tropic-Aire—Carrier Model No. 129D8A.



Left side view, internal installation, Wabash RR refrigerated trailer fleet.

The Wabash reefer Fleet is equipped with Tropic-Aire—Carrier 7½-ton diesel-powered Model 129D8A. Trailers are especially designed and adapted for unique internal installation of the power plant as well as evaporator and blowers. All heat is dissipated through side vents. Trailers have six-inch insulation on top, bottom and sides.

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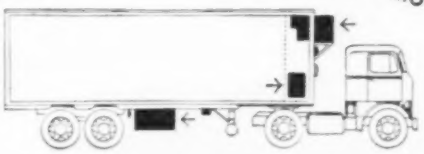

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(Advertisement)

What are the facts on today's tire cords?

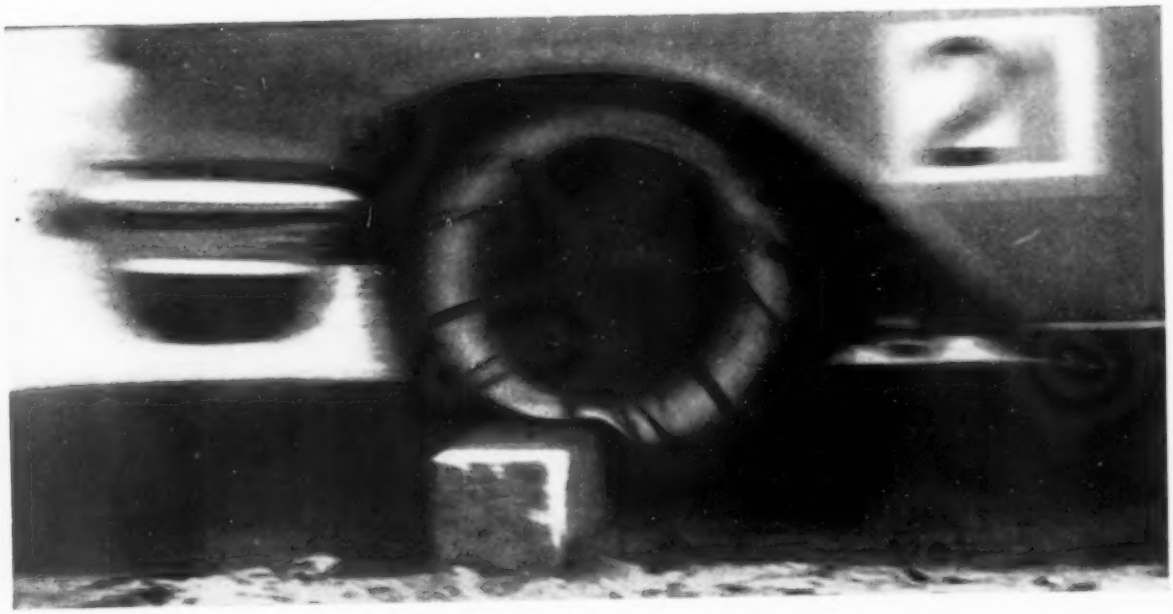
In the standard tire there are 2 to 3 miles of tire cord. To provide the reinforcing strength that rubber needs, tire manufacturers have experimented with various kinds of strength-giving materials. Of these, cotton was for many years the most satisfactory.

In recent years, rayon was discovered to have major advantages; its use became so widespread that today almost 9 out of 10 tires on the American road are made with rayon cord.

But today a newcomer, with a "magic" name born of wartime success, has entered the market. Against this, rayon has had to combat some unfortunate connotations in the public mind . . . despite continuous product improvement, despite rayon's record of performance in most of the tires used today, and despite the fact that rayon has always had the *greatest potential for development among the new fibers.*

Rayon acquired this handicap among consumers when it was used in hosiery which has no relation whatsoever to its use in tires. The very qualities which make rayon less satisfactory in hosiery actually help make it a superb tire cord.

The result of today's "battle of the tire cords" is a considerable degree of confusion. Just which is the better cord, and why? The answer lies in a detailed study of cords, quality by quality. Remember that the rayon under consideration here is a new, advanced kind of rayon, often called "Super Rayon," which is 100% more flexible, 50% higher in strength and impact resistance, than rayon used to be.



SAFETY

This is a composite of many factors—including such major considerations as tire construction, compounding of rubber, and balance—where a tire cord does not actually enter the picture. A tire that fails to meet any one safety requirement is an unsafe tire. The following are areas where a tire cord makes a contribution in the area of safety:

Impact resistance an impasse

Both cords in general use today produce a tire that is mighty tough. You can bet your life on a quality tire by a reputable manufacturer regardless of the cord. This fact has been demonstrated conclusively in tests of rayon cord tires against tires made with other cord, conducted by an independent research organization (Motor Vehicle Research, of South Lee, New Hampshire). Test drivers crashed cars into half-foot-high granite testing blocks at speeds as high as 60 mph. They dented their rims, often damaged the front of their cars, but didn't damage tires. This was far worse punishment than tires would normally encounter.

Even careful laboratory dissection and examination under microscopes failed to reveal cord damage in tires that had taken this impact punishment. Moreover, it was found that the original equipment rayon cord tires on the rear of the cars also took the brutal beating without damage. And these tires had up to 14,000 miles on them before the tests began.

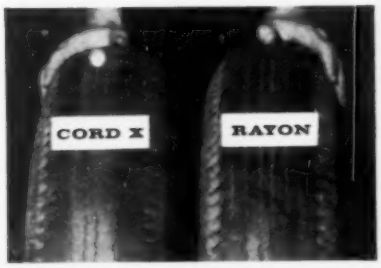
Motor Vehicle Research could only conclude that neither cord excelled in ability to take impacts. As MVR puts it, "both cords performed equally well and tire manufacturers should be commended for the safety they have provided for the everyday motorists."

Rayon gives more tread mileage

When a tread wears out, obviously a tire is unsafe. Just what part does a cord play in helping a tread wear longer?

Carefully controlled driving tests, conducted recently, show that the cord does make a difference. Specially constructed tires, made so that they were identical in every respect *except for the cord*, were tested. With 14 drivers on the job, covering a representative variety of road surfaces, and with every variable factor rigidly controlled for absolute fairness, one kind of tire came out significantly ahead in the "run 'em to death" rodeo. It was clearly proven that the ones wearing longer were the rayon cord tires. Their tread wear bonus was recorded at an impressive 14 to 26%. In the most extreme case, a tire made of other cord was worn practically bald at 24,000 miles; a competing rayon cord tire was still going strong at 31,000 miles.

What fact could logically explain the longer tread wear demonstrated by the rayon cord tires? The story of how the two cords react to heat can help to clarify the explanation. Remember that tires on the go get roasting hot from friction heat—hot enough to fry an egg.



Rayon has better heat resistance

We know that the strength characteristics of rayon tire cord are far better under conditions of elevated temperatures. The difference in the way the two cords react to heat is significant.

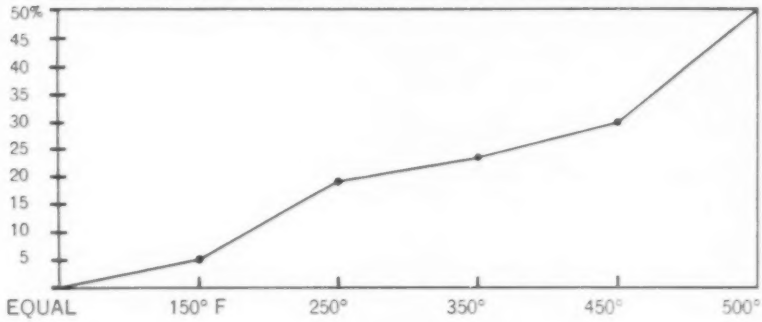
Rayon stands up to driving temperatures with a great degree of stability and retains its strength while other cord expands and contracts. This makes clear why a comparison of cord strengths at room temperatures actually has no meaning. It is actual driving temperatures then that provide the true test—and rayon cord does the best job under these practical "on the road" conditions.

Continued on next page

Facts on Tire Cords, continued from page—

CHART INDICATES RATIO OF STRENGTH RETENTION BY RAYON OVER OTHER CORD AT INCREASING TEMPERATURES

SUPER RAYON FOR HEAT RESISTANCE:



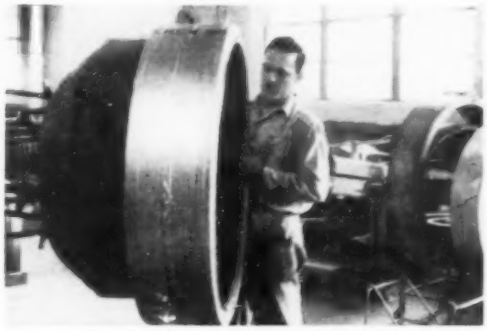
This cord behavior under changes in temperature leads to the conclusion that other cord, by contracting under heat when the tire is in motion, causes the tire body to shrink, thereby placing the tread under stress. It is evident that this internal stress causes a tire to wear faster than when it rolls in the relaxed state. This would seem to account for the shorter tread wear of tires made with other cord, the longer wear of the rayon cord tire tread, which was demonstrated in the recent driving tests. It would also seem to be the logical explanation of many tire complaints, such as cracking in both tread and sidewalls in tires made with other cord.

Moisture resistance not pertinent

Here other cord can demonstrate some advantage over rayon in the laboratory. But since a cord inside a tire is insulated by dip bonding and a heavy protective layer of rubber, this fact should not be a matter of concern; in normal tire use it has no practical application.

RETREADING, MORE ECONOMY WITH RAYON

Retreaders say that the "growth" characteristics of other cord and its shrinking action under heat make necessary extra expensive steps in retreading. Rayon cord's dimensional stability makes possible satisfactory, more economical retreads.



COMFORT—A RAYON PLUS

In addition to safety, comfort is important to the driver and his family. Here is what the evidence shows in this field:

Quiet Ride. Experienced tire men have always accepted the quiet ride of rayon cord tires as a fact, but recent authoritative tests have measured the differences in noise levels scientifically. Lewis S. Goodfriend Associates, top acoustical authority, found that rayon cord tires are 10 to 33% quieter than tires made with other cord. The 10% difference was measured at very low speeds (20 mph) and the 33% at highway speeds (50-60 mph). The test authorities concluded that this difference in noise levels is enough to make a significant difference in ease of carrying on conversation inside the car.

Soft Ride. Rayon stability with temperature changes has much to do with the luxury quality of its ride. This quality is of such importance that one manufacturer of a supremely luxurious car is using as standard equipment a new kind of premium low-profile tires made with rayon. Other cord that is softened by heat also grows stiff and hard when cold. That hardening explains the tendency, which many drivers have noted, of these tires to form annoying overnight "flat spots." These inflexible areas of the tire cause disturbing morning thumps and bumps.

CONCLUSIONS—RAYON MAKES BETTER TIRES

The conclusions to be drawn from the newest tire research, then, are these: Rayon cord has been demonstrated unsurpassed in impact resistance; driving tests have shown it superior in tread wear; the laboratory shows it superior in heat resistance and in stability under both heat and cold; acoustical tests show rayon cord tires quieter, and their freedom from annoying "flat spotting" makes for smoother riding.

To put it another way, if you started out to manufacture tires identical in every respect (including compounding of rubber) *except* that you used two different cords:

1 the rayon cord tire will deliver more tread mileage because the rayon cord is more dimensionally stable, puts less strain on rubber.

2 both tires, on the basis of Motor Vehicle Research testing, will possess much greater strength than they will ever need in normal driving.

3 the tire made with other cord will be subject to annoying "flat spots" and "morning thump."

4 rayon will give a much quieter, softer ride, the tire made with other cord will be 10 to 33% noisier.

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Truck Lube & Coolant Capacities

Make and Model	Engine Quarts	Trans-mission Pints	Rear Axle Pints	Cooling Quarts
Autocar				
DC 10364S, DC 104648S	28	16	56	40
DC 102T, DC 103T	28	16	18	40
DC-87-D	28	24	18	40
DC-102	28	16	19	40
DC 9564, DC 10264	28	16	44	40
DC 10264L	28	16	44	40
DC 103D	28	16	24	40
DC 7564	28	24	44	40
DC 74T, DC 75T	28	24	25	40
DCU 75T	28	24	25	40
DC 6564	16	24	44	31
C 6564, C 9564	16	24	44	38
C-10364S	16	24	56	38
DC 65T	16	24	25	31
C 65T	16	24	25	38
C 65D, C 87D	16	24	18	38
Brockway				
128 WX	7	11	20	25
147 W, 147 WL	7	11	31	26
148 WD	8	16	31	31
148 SLD	8	16	20	31
155 W	8	16	20	31
153 WD	8	16	37	33
153 SQ	8	16	23	33
254W, 256W	14	24	20	40
260 LD	14	24	39	40
255 W, 258 W	14	24	35	40
260 WD	14	24	32	40
260 WLD	14	24	39	40
260 SQ	14	24	23	40
260 SF	14	24	28	40
Chevrolet				
31-32	5	2.0	4.5	17.0
34, 35,36, 37	5	2.0	6.5	17.0
38	5	6.25	6.5	17.0
40	5	6.25	14.0	17.5
50	5	6.25	19.5	18.5
60	5	6.25	19.5	17.0
70, 80	5	6.25	19.5	23.0
90 & 100* Exc 10802				
Diamond T				
723, 723 C	16	18	20	32
723 J.T., 723 C.J.T.	16	18	20	32
921, 921 B, 921 F	28	15	30	42
921 R, 921 BR, 921 FR	28	44	30	42
921 N, 921 BN, 921 FN	28	44	30	40
950	28	44	30	56
921 C	28	15	30	55
532, 532 C	9	18	20	33
630, 630 C	9	18	22	37
830, 830 C	9	24	22	36

Make and Model	Engine Quarts	Trans-mission Pints	Rear Axle Pints	Cooling Quarts
Diamond T				
662, 730, 730 C	9	18	22	36
831	14	17	22	42
923	28	24	22	45
431	6	6	15	24
430 C	6	6	15	29
531	7	11	20	28
530 C	7	11	20	33
Divco				
15, 214, 224, 334	5	6	5-1/ or	12-1/2
374, 154			7-1/2	
11, 12, 13, 364, 244	3-1/2	5	5-1/2	11
114, 124, 134	3-1/2	5	5-1/2	11
42, 52, 51	6	6	5-1/2	17
Dodge				
L6-D100	5	2.75	3.75	12
L8-D100	5	2.75	3.75	19
L6-D200, D300	5	3.5	5.5	12
L8-D200, D300	5	3.5	5.5	19
L6-D400	5	5.5	11	18
L8-D400	5	5.5	11	24
L6-D500	5	5.5	16	18
L8-D500	5	5.5	16	25
L6-D600	5	5.5	17	19
L8-D600	5	9.5	17	25
L8-D700	8	9.5	20	25
L8-D800	8	15	22	26
L8-D900	8	15	24	26
L8-C500 (c.o.e.)	5	5.5	16	25
L8-C600 (c.o.e.)	5	9.5	17	25
L8-C700 (c.o.e.)	8	9.5	20	25
L6-P300 (For. Cont.)	5	6	5.5	12
L8-P300 (For. Cont.)	5	6	5.5	19
L6-P400 (For. Cont.)	5	6	11	12
L8-P400 (For. Cont.)	5	6	11	19
L6-W100 (4 x 4)	5	3.5x	3.75	12
L8-W100 (4 x 4)	5	3.5x	3.75	19
L6-W200 (4 x 4)	5	3.5x	5.5	12
L8-W200 (4 x 4)	5	3.5x	5.5	19
L6-W300 (4 x 4)	5	5.5x	6	12
L8-W300 (4 x 4)	5	5.5x	6	19
L6-W300M (4 x 4)	5	5.5x	6	17
L6-W500 (4 x 4)	5	5.5x	20	19
L8-W500 (4x 4)	5	5.5x	20	25
L8-T700 (6 w)	8	12	33	25
L8-T800 (6 w)	8	12	35	26
L8-T900 (6 w)	8	15	52	26
L6-S400 (S.B.)	8	5.5	11	18
L8-S400 (S.B.)	5	5.5	11	24
L6-S500 (S.B.)	5	5.5	16	18
L8-S500 (S.B.)	5	5.5	16	25
L6-S600 (S.B.)	5	5.5	17	19
L8-S600 (S.B.)	5	5.5	17	25
L8-S700 (S.B.)	8	9.5	20	25

Continued on page 298

For Fresh or Frozen Perishables, Dorsey "assembly-line insulation" means

Safe-cold PROTECTION

DORSEY REFRIGERATOR VAN—Weight 10,800 lbs.—for zero or below, or any temperature you want. Every special feature you could ask for is available, and **at lower cost, too**: economy is achieved by building-in, **during manufacture**, such items as custom insulation, plastic or aluminum lining, air ducts, meat rails and other optional items.

Dorsey offers your widest choice of insulated trailer models—Refrigerator and Produce Vans as well as the sensational new Reeferator, which controls not only temperature, but humidity as well. And they all have an important feature in common: **the way they're insulated.** Operating records prove that by applying insulation on the assembly line instead of adding it to already-built trailers, a more thorough and efficient job is achieved.

This means **you may need less insulation**, or less chilling power, than you think . . . and in any event it means an **extra margin of safety** for delivery of cargo in top condition.

The exact weight of every Dorsey is stamped on this weight tag . . .

Whatever you haul, wherever your routes may be, it will pay you to let your Dorsey Distributor help you with the specifications for trailers built and equipped just the way you need them.

THE VERSATILE NEW REEFERATOR—combination ice and mechanically-refrigerated trailer that protects fresh produce just as efficiently as it does frozen merchandise! Its versatility enables it to haul the **most profitable payloads** both ways. Example: The owner of this unit specializes in hauling grapes and lettuce one way and frozen seafood the other.

Get the full story from your Dorsey Distributor. He's a trailer specialist . . . an independent businessman with a factory-trained organization.

Write or wire for literature on insulated trailers—

DORSEY TRAILERS ELBA, ALABAMA

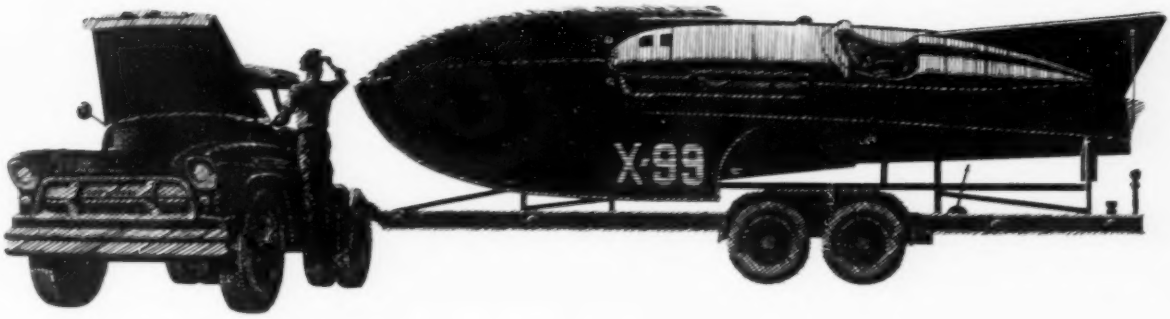
Truck Lube & Coolant Capacities

Make and Model	Engine Quarts	Trans-mission Pints	Rear Axle Pints	Cooling Quarts
Ford				
F-100 6 & 8 Cyl	5	2-3/4	6-1/4	17-1/2
F-250, P-350 6 Cyl	5	2-3/4	6	17-1/2
F 350 6 Cyl	5	8	8	17-1/2
F 500, F 600, B 500 B 600 6 Cyl	5	8	15	17-1/2
F 700, B 700 8 Cyl	5	8	15	23
F 750, B 750 - 8 Cyl	8	9	17	26
F 800, F 900 - 8 Cyl	8	11-1/2	22	26
C550, C600, C700 -8 Cyl	5	8	15	28
C750 8 Cyl	8	9	17	29
C800, C900 8 Cyl	8	11-1/2	22	29
T700 8 Cyl	6	9	27	23
T750 8 Cyl	8	11-1/2	43	26
T800 8 Cyl	8	11-1/2	49	26
P400 6 Cyl	5	3-1/3	8	18-1/2
P500 6 Cyl	5	5-1/2	15	18-1/2
Freightliner				
WF-42T, WF-6542T	28	16	35 S	60
WF-5842T	28	16	45 S	60
WF-64T, WF-7564T	28	33	40 Du	60
WF-64, WF-6564	28	16 A	64 Du	60
WF-5844T	28	33 X	45 S	60
FWD				
233 D, 284, 285, 222, 6-282, 202 232	7	11	12	
M284, M285, 264, M264, 6-324	9	24	12	
285, 6-235	9	24	12	
305, 326, 6-366, G6-406	9	24	12	
367, 6-407, 305, 326		24	16	
Models with Wau 145	20	35	16	
223 D, M284 D, 233 D, 284 D, 285 D	13	24	12	
Models with GMC 4-71-671	15	32	12	
Models with Cum HR	28	24	16	
Models with Cum NHB	28	35	16	
6-282, 6-222, 6-221, 171	7	11	5	
140, U-150, 181, 182	7	4	5	
GMC				
Engines				
Type 370	5			22-1/2
Type 370 w filter	6			22-1/2
Type 503	12			29
Type 4-71	20			30
Type 6-71	22			39
Transmissions: Models 100-500				
GMC 3 Speed		1-1/2		
GMC 4 Speed		6		

Make and Model	Engine Quarts	Trans-mission Pints	Rear Axle Pints	Cooling Quarts
GMC				
Warner 3 Speed		2-3/4		
New Process 5 Sp		10		
Hydramatic				
177 CA & 2100		9		
220 Y & 220 YA		12		
245 A & 245 GB		14		
245 G		14		
300 GH		9		
Reduction Unit				
2 Speed		7		
3 Speed		11		
Auxiliary				
Spicer 5831		4		
Transmissions – Models 550-970				
New Process 541G		10		
Spicer 6852 - 6853		17		
Fuller R46		17		
Fuller R96		36		
Spicer Aux 6041		8		
Spicer Aux 8341		12		
Rear Axles – Models 100 – 500				
Bevel				
Spicer 45			3-1/2	
Spicer 60			5-1/2	
GMC 072			6-1/2	
GMC H110			14	
GMC H150			19-1/2	
Timken B100			10	
Timken H140			20	
Eaton 1790 – 91A			22	
Two Speed				
Eaton 1350			13	
Eaton 17800-1			22	
GMC T150			16-1/2	
Timken F341-G341			20	
Timken H340			22	
Wide Range				
E350 - E370			22	
H350 - H370			24	
L351 - L371			29	
Tandem				
Eaton 22M			12	
Eaton 28M			17	
Torque Divider			9	
Rear Axles – Bevel				
Eaton 1790 A & 91A			22	
Eaton 1893			21	
Eaton 1911			24	
Timken 4140			30	
Timken L161 - QT140			24	
Double Reduction				
Eaton 2696			22	
Timken U200			38	
Timken R230 & RT240			36	

Continued on page 300

The pit stop that cost the race

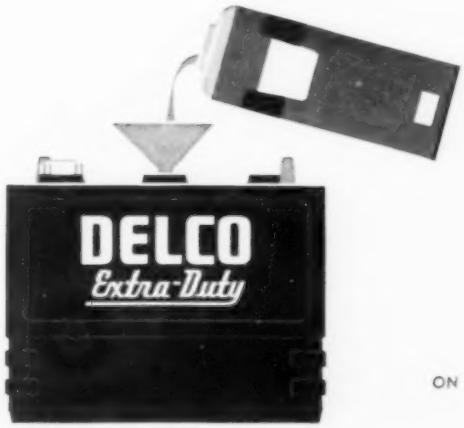


Dead-battery delay means loss in any trucker's race for profits. Play safe with a Delco Extra-Duty... keep moving at lowest battery cost per mile of operation!

"Lowest cost per mile of operation" is no mere claim about Delco Extra-Duty batteries. It is fact, proved by cost-conscious truckers from coast to coast. The Delco Extra-Duty gives more go-power, dollar for dollar, because it never lets you down throughout its long-life warranty which is good all over the U.S. and Canada.

The reason for such dependability is unique with Delco: Only after extreme torture tests at the General Motors Proving Grounds was the warranty established! So you know in writing that Delco Extra-Duty batteries will add up to savings in operation—not loss in delay. Shouldn't your profits have this extra-duty protection?

Wet or dry charge, get the battery backed by both General Motors and Delco—the Delco Extra-Duty. Its low cost in fleet use has made it the No. 1 preference among America's truckers.



Quality built by Delco-Remy

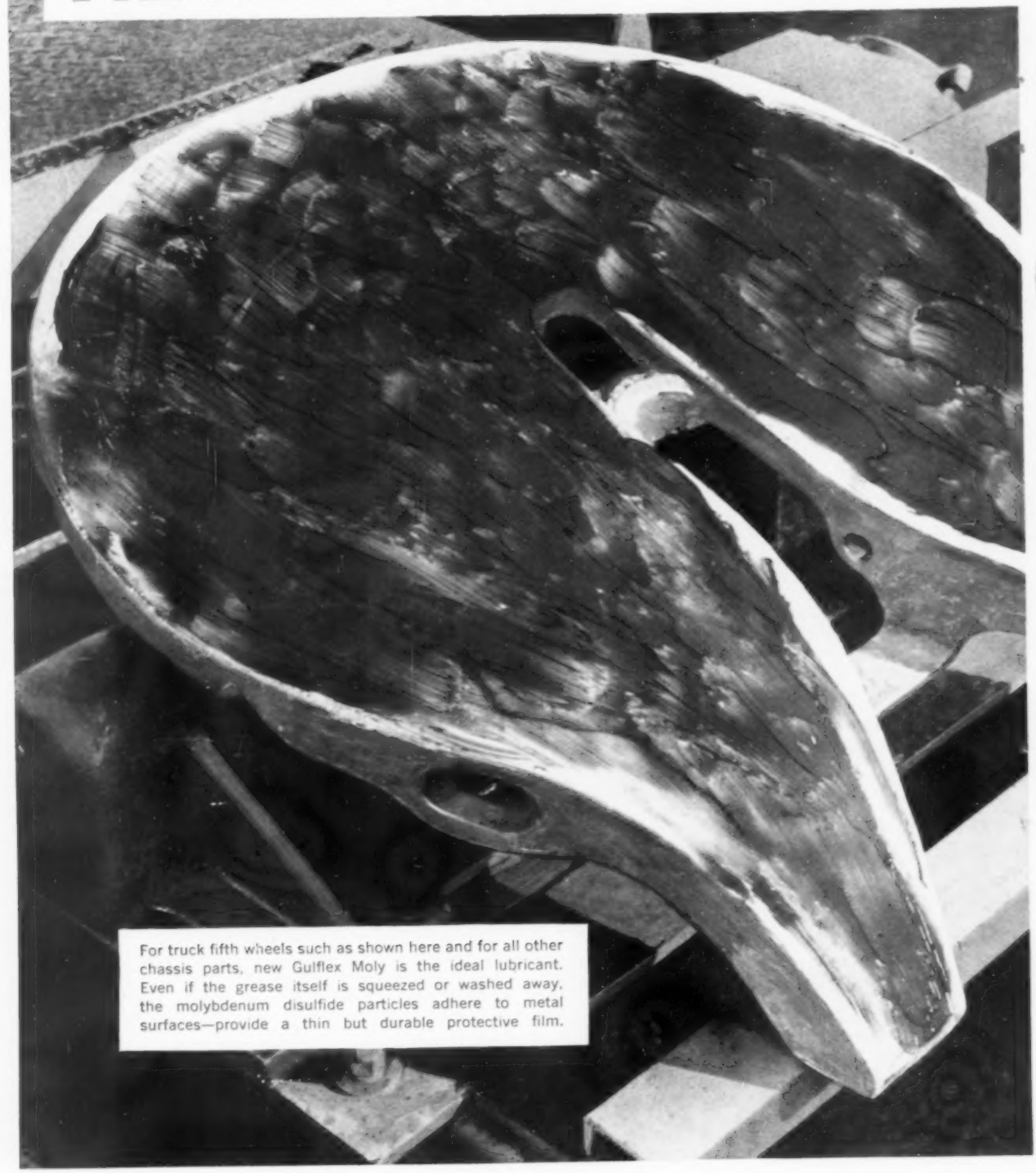
available everywhere through independent distributors

associated with . . .

GM U-M-S PARTS SALES UNITED MOTORS SYSTEM

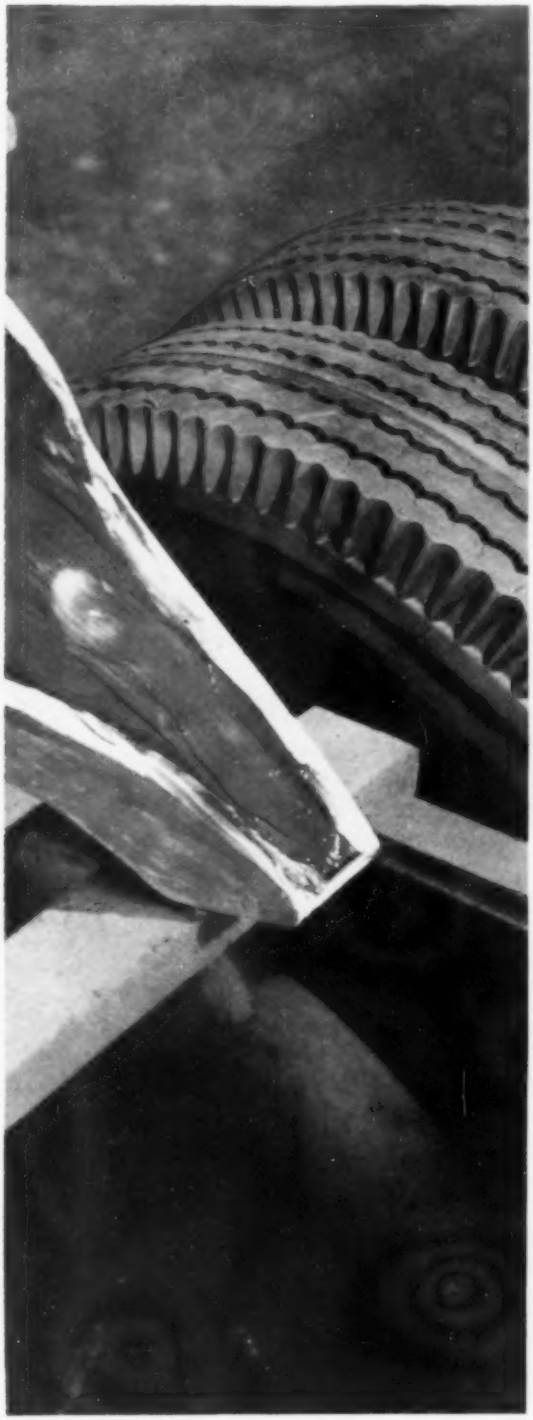
ON CBS TV—"High Adventure with Lowell Thomas" • ON CBS RADIO—Lowell Thomas Newscast

NEW GULFLEX MOLY



For truck fifth wheels such as shown here and for all other chassis parts, new Gulflex Moly is the ideal lubricant. Even if the grease itself is squeezed or washed away, the molybdenum disulfide particles adhere to metal surfaces—provide a thin but durable protective film.

GREASE



can DOUBLE your truck mileage between chassis lube jobs!

- LETS YOU SCHEDULE GREASE JOBS WITH OIL CHANGES
- MAKES IT POSSIBLE TO CUT MAINTENANCE COSTS

TWO HUNDRED MILLION MILES of service with one of the largest trucking firms in the east proved it! New Gulflex Moly can actually double truck mileage between grease jobs. New Gulflex Moly cuts costs—because it lasts longer, and reduces rate of wear.

NEW GULFLEX MOLY CONTAINS MOLYBDENUM DISULFIDE . . . a remarkable anti-friction agent. Gulflex Moly withstands high pressures, is highly durable. It has great resistance to acids, alkalis and water. It's recommended for bearings, pumps, fittings, king pins, shackle bolts, torsion suspension bushings, striker plates, and all other chassis parts.

MAKES DRIVING EASIER, SMOOTHER, SAFER. If the fifth wheel between trailer and cab becomes dry, it tends to grab and there is danger of jack-knifing. New Gulflex Moly helps overcome this problem . . . makes driving easier and safer. The trucking company that road-tested Guflex Moly says: "It's the best grease ever devised for fifth wheel lubrication."

YOUR FLEET CAN SAVE MONEY, TOO . . . with new Gulflex Moly Grease. Available in 120-lb. and 400-lb. drums, and 35-lb. pails. Get all the facts! Call a Gulf Sales Engineer at your nearest Gulf office. And mail the coupon for new illustrated bulletin.

GULF

GULF OIL CORPORATION

Dept. DM, Gulf Building, Pittsburgh 30, Pa.

☐ Send me the new bulletin on Gulflex Moly Grease.

Name .....

Title .....

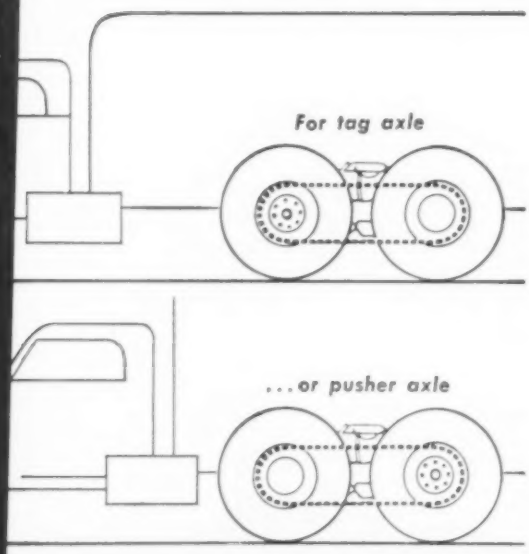
Company .....

Address .....

City ..... Zone .... State .....

Driving Dead Axle Doubles Traction

...and provides these additional advantages



- Uniform power through all 8 wheels
- Smoother power for less road shock and jerking—reducing maintenance
- Improved steering and braking control for safer operation
- Gives lower tire cost-per-mile because tire wear averages out
- Eliminates wheel hop, reduces tire cupping. *Operates year 'round—virtually no maintenance
- Rib-Top V-Belt cushions driving shocks—eliminates backlash, reducing wear and tear on all driving parts
- Easier, smoother ride—less driver fatigue

*Stays on—doesn't have to be taken off and re-installed

The Gates Rubber Company
Denver, Colorado

...on all makes of trucks

Gates Tandematic Drive

gives you both . . .

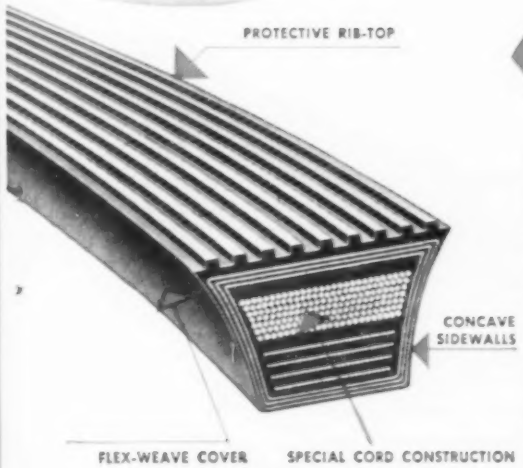
✓ specially hardened Red Groove Pulley --

Red Grooves: Gates Red Grooves have a hardness rating of from 430 to more than 600 on the Brinell hardness scale—groove life, therefore, is more than three times that of ordinary pulleys, which rate between 150 and 250.

Roll-On feature (patent pending): Split construction permits pulley groove to be offset, so belt can be rolled on at high tension, easily and safely.

For Disc Type Wheels For Spoke Type Wheels

Self-cleaning: Open design insures peak operating efficiency at all times.



✓ Rib-Top V-Belt

(U.S. PAT. NOS. 2519590 & 2274515)

Protective ribbed top: Resists sand-blast effects from wheels—gives longer belt life.

Special tensile cord construction: Greater resilience of Gates tougher tensile cords enables belt to absorb shocks and carry extra heavy loads. Also permits the belt to be pre-loaded to the proper operating tension while being installed.

Concave Sidewalls: Precisely engineered concave sides enable belt to set up maximum wedging action for positive non-slip grip.

Flex-Weave Cover: Protects vital core of belt from mud, dirt, grease and oil; yet gives greater flexibility for longer service life.

The Mark of *Specialized* Research Gates

TPA 250

Gates Tandematic Drive

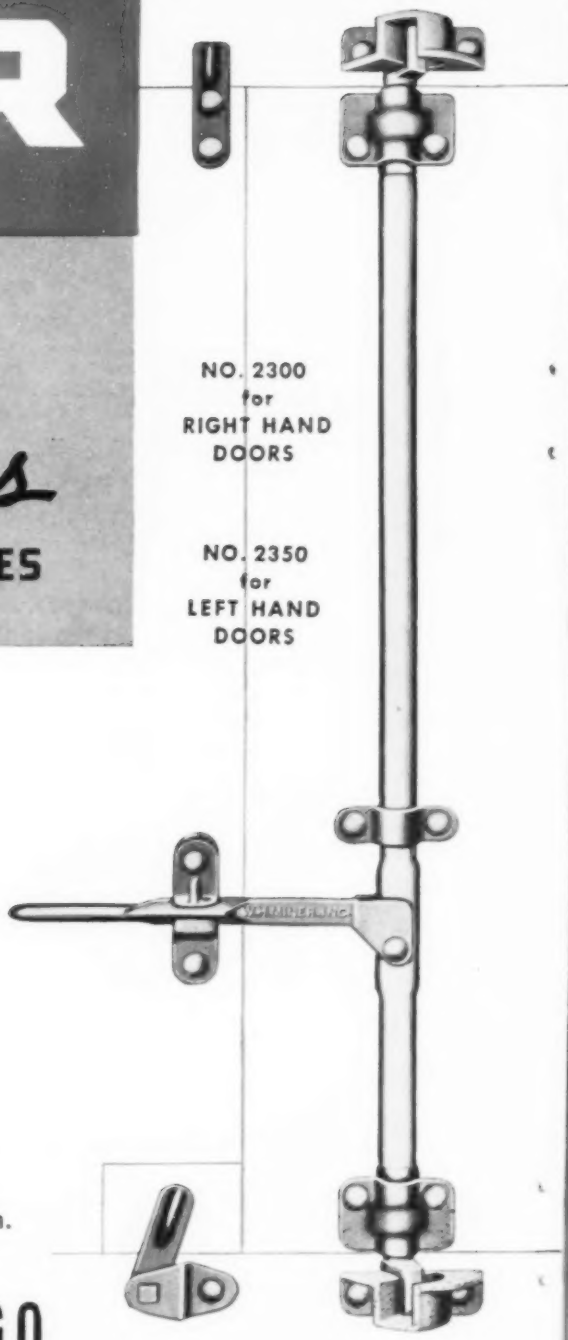
MINER

TUBULAR BAR TYPE

DROP-FORGED

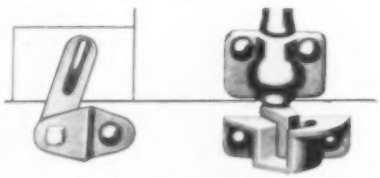
Door Fasteners

FOR TRUCK AND TRAILER BODIES

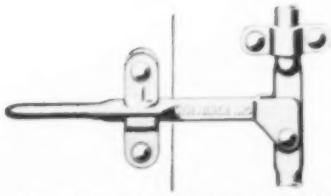


1. DROP FORGED for greater strength.
2. OVAL LOCKING BAR for greater rigidity.
3. SPECIAL CARBON STEELS for greater endurance.
4. DEEPER KEEPERS for positive security of load.
5. FEWER PARTS for lower maintenance costs.
6. SIMPLIFIED ASSEMBLY for lower cost of application.
7. SMOOTH FINISH for de luxe appearance.
8. LIMITING STOP to prevent handle from marring finish.

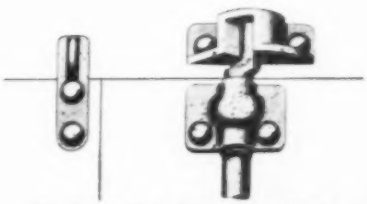
W. H. MINER, INC., CHICAGO



The longer bottom lock bar end, plus greater depth of lower keeper, provides a more secure locking feature and prevents disengagement of the cam from the keeper pocket.



The name "Miner" on the handle is a symbol of quality and excellence in design, backed by nearly 60 years of manufacturing experience in door locking devices.



Greater security is assured by providing a deeper pocket in the upper keeper and a longer cam on the upper lock bar end.

How Research Shapes Our Future Prosperity

If you are looking for an industry that is going to keep on booming in 1958 and every year for the next decade, here it is. It is the industry of technological innovation through research and development.

Last year this great new industry spent over $7 billion to discover and develop new industrial products, processes and equipment. This year the preliminary McGraw-Hill survey indicates that total expenditures for industrial research and development will be even greater, perhaps as much as $8 billion. Of the companies surveyed, 57% plan to spend as much as in 1957 and 38% plan to spend more.

The sustained expansion in research and development is the best guarantee we have that the current decline in business investment in new plants and equipment will be relatively short-lived. There can be no prolonged decline in investment in an economy where technology is changing rapidly.

This editorial is designed to show how the continued surge in research and development can be expected to lead first to new products, and eventually to renewed expansion of investment in new industrial plants and equipment. Such expansion is the essence of national economic growth.

A Slow Start

The impact of research on sales and investment is still very gradual. Research spending itself has more than doubled in the last four years. But only 32% of all manufacturing firms report significant capital outlays to make new products. We are not reaping the full dividends of industrial research as yet for several reasons:

- Research expenditures were relatively small until the Korean War of 1950 brought substantial government contracts in aviation, electronic and related fields. Heavy research outlays for civilian and industrial products came even later.
- There is an average *lag*, according to research directors consulted by the McGraw-Hill Department of Economics, of roughly seven years from the start of research until the product is ready for large scale output — about five years of research and at least two years to solve production problems and develop markets.
- Complex products, such as new consumer durables and industrial machinery, have an even longer time lag.

However, new developments are certainly underway. Research began to increase in all lines of business when Korean War restrictions and

the excess profits tax came to an end in 1953. The tax revision of 1954 added a new incentive by making research outlays deductible as a current business expense. By 1955, the research boom was on.

When Is The Payoff?

With a lag of about seven years, it will be the early 1960s before these new developments become a dominant factor in capital investment. But once the flow of new products and new processes starts, it will accelerate sharply — just as research spending has accelerated in the past few years.

By 1960, over $50 billion in sales will be coming from products not on the market as recently as 1956. Sales of new products will increase year by year, but they will gain most in 1960-1962, or five years after the recent spurt in research expenditures.

Capital expenditures to manufacture new products will also rise, but with a slightly longer lag. Here the sharpest rise should come in 1962-1965, as the new products reach a volume that calls for a significant amount of new capacity. In most cases, initial output of new products will come from existing capacity.

This timing of a new wave in capital investment appears logical on other grounds. Population experts forecast an upsurge in marriages and births around 1965. So by 1962, industry will be starting to tool up for new mass markets.

The important point is this: As we approach the 1960s more and more sales and investment will be in new products growing out of research. By 1960 well over 10% of manufacturing sales will be in new products not on the market in 1956.

Meanwhile — research will help stabilize capital spending by raising the level of modernization and replacement expenditures. Of course, research does not eliminate all the ups and downs in the demand for capital goods, for there remain variations in the amount spent to expand capacity. But a high level of modernization, to cut costs and improve quality, does put a floor under any drop in investment.

What To Expect

During the next few years we can expect an increasing flow of new materials, new metallic alloys, new machinery — primarily those developments coming out of long-established research programs in the chemical and electrical industries. Industry will make wider use of specialized computers and automated equipment.

But the dramatic payoff on research comes even later. In the early 1960s the consumer goods industries will begin tooling up for their really new products — things so basically new they can change the way a family lives. Such items as plastic houses, paper apparel, turbine autos are under development right now. But it will take several years to get costs down and for population and incomes to grow to the point where mass markets are created.

When we reach that point in the mid-1960s, there will begin the greatest surge of capital investment in all history. And then — around 1965 — the new processes (full automation, atomic power, continuous steel casting) which are the slowest and most expensive part of the research chain to develop, will come into play.

The combined impact of new products and new processes, to meet an expanding market, will thus be felt in the mid-1960s — eight to ten years after the recent sharp increase in research spending. The full impact is that far away because of the lags for applied research, pilot plant studies and market introduction. But to a large degree the prosperity of the 1960s has already been shaped by the research programs now underway.

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Donald C McGraw
PRESIDENT

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YOU CAN CUT COSTS 25% ON MUFFLER REPLACEMENT WITH THE MIDAS® FLEET PLAN

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The Midas Fleet Plan is a wholesale plan based on your purchasing power.

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The Midas Fleet Plan provides for free installation on all vehicles.

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Installations made in 15 minutes . . . no layups.

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Your nearby Midas Muffler Shop has mufflers and pipes for every car or truck.*

YOUR CARS AND TRUCKS CAN BE SERVICED AT ANY OF THESE HUNDREDS OF MIDAS MUFFLER SHOPS FROM COAST-TO-COAST.

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MOBILE, ALABAMA, 1200 Michigan Boulevard
MONTGOMERY, ALABAMA, 5 Madison Street
TUSCALOOSA, ALABAMA, 622—25th Avenue
LITTLE ROCK, ARKANSAS, 4315 W. 29th St.
PALO ALTO, CALIFORNIA, 3899 El Camino Real
SAN JOSE, CALIFORNIA, 1285 East Santa Clara
SANTA CLARA, CALIFORNIA, Park and Bellomy
DENVER, COLORADO, 3300 West Colfax
BRIDGEPORT, CONN., 2060 Fairfield Avenue
EAST HARTFORD, CONN., 717 Connecticut Blvd.
NEW HAVEN, CONNECTICUT, 95 Whalley Ave.
WASHINGTON D. C. Area
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2652 University Blvd., West, Wheaton, Md.
2115 Wilson Blvd., Arlington, Va.
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FORT MYERS, FLORIDA, 1533 Jackson Street
JACKSONVILLE, FLORIDA, 3401 North Main St.
JACKSONVILLE, FLORIDA, 6231 Beach Road
MIAMI, FLORIDA, 499 N. W. 79th Street
MIAMI, FLORIDA, 1670 S. W. 27th Avenue
OCALA, FLORIDA, 1519 Jacksonville Highway
ORLANDO, FLORIDA, 1220 West Robinson
PANAMA CITY, FLORIDA, 535 Mercer Avenue
PENSACOLA, FLORIDA, 1800 West Cervantes
POMPANO BEACH, FLA., 1484 S. Federal H'way
ST. PETERSBURG, FLA., 9th St. & Fifth Ave., N.
TAMPA, FLORIDA, 2903 Grand Central Avenue
WEST PALM BEACH, FLA., 2733 South Dixie H'way
ALBANY, GEORGIA, 148 East Broad Street
ATLANTA, GEORGIA, 877 Marietta Street, N. W.
ATLANTA, GEORGIA, 292 Memorial Drive, S. E.
ATLANTA, GEORGIA, 548 Ponce de Leon Ave., N.E.
AUGUSTA, GEORGIA, 705 Reynolds Street
COLUMBUS, GEORGIA, 315—13th Street
MACON, GEORGIA, 656 Broadway
SAVANNAH, GEORGIA, Montgomery & Duffy Sts.
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CHICAGO, ILLINOIS, 27 East 111th Street
CHICAGO, ILLINOIS, 2710 North Sawyer Avenue
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DECATUR, ILLINOIS, 243 West Cerro Gordo
EAST ST. LOUIS, ILLINOIS, 5335 State Street
ELGIN, ILLINOIS, 259 South Grove
PEORIA, ILLINOIS, 405 South Jefferson Street
WAUKEGAN, ILLINOIS, 1535 Belvidere Street
FORT WAYNE, INDIANA, 319 W. Baker Street
GARY, INDIANA, 236 West Ridge Road
HAMMOND, INDIANA, 6031 Calumet Avenue
INDIANAPOLIS, INDIANA, 322 E. Market Street
INDIANAPOLIS, INDIANA, 1201 W. 16th Street
DAVENPORT, IOWA, 117 West Fourth Street
DES MOINES, IOWA, 1114 Walnut Street,
DES MOINES, IOWA, 628 East Locust Street
KANSAS CITY, KANSAS, 612 Kansas Avenue
TOPEKA, KANSAS 400 East Sixth Street
WICHITA, KANSAS, 2307 East Central
LOUISVILLE, KENTUCKY, 1113 S. Sixth Street
LOUISVILLE, KENTUCKY, 415 E. St. Catherine St.
ALEXANDRIA, LOUISIANA, 317 Fish Street
BATON ROUGE, LOUISIANA, 4085 Florida Street
BATON ROUGE, LOUISIANA, 3232 Plank Road
LAFAYETTE, LOUISIANA, 339 South Buchanan
LAKE CHARLES, LOUISIANA, 2521 Ryan Street
MARRERO, LOUISIANA, 4801 Fourth Street
METAIRIE, LOUISIANA, 3779 Airline Highway
MONROE, LOUISIANA, 306 Walnut Street
NEW ORLEANS, LOUISIANA, 2530 Canal Street
NEW ORLEANS, LOUISIANA, 644 Howard Street
NEW ORLEANS, LOUISIANA, 1700 Tulane Ave.
NEW ORLEANS, LOUISIANA, 401 South Claiborne
SHREVEPORT, LOUISIANA, 1024 Texas
LEWISTON, MAINE, 88 Middle Street
BALTIMORE, MARYLAND, 5617 Harford Road
BALTIMORE, MARYLAND, 645 East 25th Street
HOLYOKE, MASSACHUSETTS, 464 Main Street
LOWELL, MASSACHUSETTS, 595 Gorham Street
MALDEN, MASSACHUSETTS, 190 Exchange St.
MEDFORD, MASSACHUSETTS, 407 Mystic Ave.
PITTSFIELD, MASS., 501 Wahconah Street
WEST SPRINGFIELD, MASS., 518 Memorial Ave.
WORCESTER, MASS., 1143 Main Street
FLINT, MICHIGAN, 3009 South Saginaw
GRAND RAPIDS, MICH., 728 Division Avenue S.
JACKSON, MICHIGAN, 207 Pearl Street
KALAMAZOO, MICHIGAN, 346 East South Street
LANSING, MICHIGAN, 120 West Ionia
MUSKEGON, MICHIGAN, 2107 Henry Street
PONTIAC, MICHIGAN, 256 South Saginaw
SAGINAW, MICHIGAN, 208 North Jefferson
MINNEAPOLIS, MINN., 1400 Hennepin Avenue
MINNEAPOLIS, MINN., 4109 Lake Street
BILOXI, MISSISSIPPI, 931 Caillavet Street
JACKSON, MISSISSIPPI, 1305 South Gallatin
KANSAS CITY, MISSOURI, 1905 Truman Road
KANSAS CITY, MISSOURI, 3020 Van Brunt
ST. LOUIS, MISSOURI, 1163 South Kingshighway
ST. LOUIS, MISSOURI, 6306 South Grand Ave.
SPRINGFIELD, MISSOURI, 524-26 Boonville
OMAHA, NEBRASKA, 1501 Davenport Street
MANCHESTER, N. H., 50 West Bridge Street
CLIFTON, NEW JERSEY, 1340 Main Avenue
JERSEY CITY, N. J., 771 Communipaw Avenue
NEWARK, NEW JERSEY, 975 Raymond Blvd.
ALBUQUERQUE, N. M., 8425 Central N. E.
ALBANY, NEW YORK, 1722 Central Avenue
BINGHAMTON, N. Y., 48 State Street
BUFFALO, NEW YORK, 3425 Delaware Avenue
BUFFALO, NEW YORK, 1450 Michigan Avenue
BUFFALO, NEW YORK, 1597 Main Street
ELMIRA, NEW YORK, 261 Baldwin Street
HUNTINGTON STATION, LONG ISLAND, N. Y., 643 East Jericho Turnpike
JAMESTOWN, NEW YORK, 1802 Washington St.
LATHAM, NEW YORK, Albany-Saratoga Road
MINEOLA, L.I., N.Y., 108 Jericho Turnpike
NIAGARA FALLS, NEW YORK, 501 Main Street
ROCHESTER, NEW YORK, 855 St. Paul Street
ROCHESTER, NEW YORK, 290 Broad Street
ROME, NEW YORK, 135 Erie Boulevard West
SYRACUSE, NEW YORK, 1205 Erie Blvd. East
SYRACUSE, NEW YORK, 515 South State
UTICA, NEW YORK, 1205 Oriskany Street West
CHARLOTTE, N. C., 916 North Graham Street
DURHAM, NORTH CAROLINA, 310 Foster Street
FAYETTEVILLE, N. C., 332 Franklin Street
GREENSBORO, N. C., 224 Commerce Place
HIGH POINT, N. C., 513 English Street
RALEIGH, NORTH CAROLINA, 113 Davie Street
WINSTON-SALEM, N. C., 711 N. Trade Street
AKRON, OHIO, 111 South Case Avenue
AKRON, OHIO, 290 West Exchange
CANTON, OHIO, Corner Cleveland Avenue and 27th Street, N. W.
CINCINNATI, OHIO, 3062 Markbreit Avenue
CINCINNATI, OHIO, 3719 Spring Grove Avenue
CINCINNATI, OHIO, 2600 Reading Road
CLEVELAND, OHIO, 11905 Miles Avenue
CUYAHOGA FALLS, OHIO, State Road and Byrd
DAYTON, OHIO, 706 West Third Street
LORAIN, OHIO, 1850 Elyria
MANSFIELD, OHIO, 28 East Sixth Street
SPRINGFIELD, OHIO, 325 West High Street
TOLEDO, OHIO, 1120 Adams Street
TOLEDO, OHIO, 3419 Collingwood
WARREN OHIO, 705 West Market Street
YOUNGSTOWN, OHIO, 225 Belmont Avenue
OKLAHOMA CITY, OKLAHOMA, 315 N. Walker
OKLAHOMA CITY, OKLAHOMA, 4217 N. Western
TULSA, OKLAHOMA, 3811 East 11th Street
TULSA, OKLAHOMA, 4722 South Peoria
ALLENTOWN, PA., Front and Union Streets
ALTOONA, PA., 717 Chestnut Avenue
ERIE, PA., 202 East Eighth Street
HARRISBURG, PA., 1407 Paxton Street
JOHNSTOWN, PA., 919 Franklin Street
McKEESPORT, PA., Cor. 12th and Walnut Sts.
NEW KENSINGTON, PENNSYLVANIA, 400-402 Freeport Street
PHILADELPHIA, PA., 5023 N. Broad Street
PHILADELPHIA, PA., 42nd & Walnut
PITTSBURGH, PA., 3109 W. Liberty Avenue
YORK, PA., 230 West Philadelphia Street
PROVIDENCE, RHODE ISLAND, 555 North Main
ANDERSON, S. C., 306½ N. Main Street
CHARLESTON, S. C., 2039 Meeting Street Road
CHARLESTON, S. C., 105 Market Street
COLUMBIA, S. C., 1100 Devine Street
GREENVILLE, S. C., 708 Buncombe Street
SPARTANBURG, S. C., 207 Magnolia Street
CHATTANOOGA, TENN., 2309 McCallie Avenue
KNOXVILLE, TENNESSEE, 2019 North Central
MEMPHIS, TENNESSEE, 639 Madison Avenue
MEMPHIS, TENNESSEE, 2355 Summer Avenue
NASHVILLE, TENN., 121—13th Avenue North
ABILENE, TEXAS, 926 North Walnut
AMARILLO, TEXAS, 728 North Fillmore Street
AUSTIN, TEXAS, 207 West Riverside Drive
DALLAS, TEXAS, 4230 Ross Ave. at Peak St.
DALLAS, TEXAS, 2815 Main Street
EL PASO, TEXAS, 1015 Texas Street
FT. WORTH, TEXAS, 2513 White Settlement Rd.
FT. WORTH, TEXAS, 201 Commerce Street
HOUSTON, TEXAS, Corner Polk at Caroline
LONGVIEW, TEXAS, 322 East Tyler Street
LUBBOCK, TEXAS, 2726 Texas Avenue
PORT ARTHUR, TEXAS, 3310—25th Street
SAN ANTONIO, TEXAS, 1227 N. Main Avenue
SAN ANTONIO, TEXAS, 3930 E. Commerce St.
WACO, TEXAS, 817 Franklin Street
WICHITA FALLS, TEXAS, 12th & Indiana
OGDEN, UTAH, 2254 Kiesel Avenue
SALT LAKE CITY, UTAH, 960 South State Street
NORFOLK, VIRGINIA, 7471 Tidewater Drive
NORFOLK, VIRGINIA, 108 West 15th
PORTSMOUTH, VIRGINIA, 1414 High Street
RICHMOND, VIRGINIA, 401 West Broad Street
ROANOKE, VIRGINIA, 426 Carver Avenue N. E.
SEATTLE, WASHINGTON, 2227—5th Avenue
TACOMA, WASHINGTON, 1810 S. Tacoma Way
CHARLESTON, W. VA., 18 Virginia Street West
HUNTINGTON, W. VA., 424 Fourth Avenue
MADISON, WISCONSIN, 9 N. Ingersoll Street
MILWAUKEE, WIS., 1767 South Muskego
MILWAUKEE, WIS., 4522 West Lisbon Avenue
MILWAUKEE, WIS., 8765 West National Avenue
CANADA, TORONTO, ONT., 1580 Kingston Rd.

MIDAS® MUFFLER SHOPS

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For complete information on this time and money saving Midas Muffler Fleet Plan, write

MIDAS, INC., Dept. F, 4101 W. 42nd Place, Chicago 32, Illinois

*In addition we can design mufflers for any fleet vehicle on the road.

Truck Lube & Coolant Capacities

Make and Model	Engine Quarts	Trans-mission Pints	Rear Axle Pints	Cooling Quarts
GMC				
Two Speed				
Eaton 17800-17801-18803			22	
Eaton 19503			24	
Timken L361			22	
Timken QT340			32	
Wide Range				
Timken Q390			30	
Timken R390			60	
Tandem				
Timken SLDD-SFDD 4600			28[2]	
Timken SQDD			22[2]	
Timken SQW			40	
Timken SW 456-SW 3020			28	
Timken SW 3458			33	
Eaton 34M - Front			28[3]	
Eaton 34M - Rear			31	
International Harvester				
A-100 A	7	3	3	
A-110, A-120	7	4	4	
AA-120, AM-120	7	6	6	
AA-140, AM-150	7	5	8	
A-130	7	7	11	
A-120 (4X4)	7	8	11	
A-150	7	20	12	
A-160, AC-160	7	24	22	
AM-160	7	26	21	
A-140	7	38	24	
A-160 (4X4)	7	48	24	
A-180, AC-180	7	52	23	
AF-180	7	34	28	
A-184	7	48	16	
R-185, R-190	7	58	20	
RF-190, CO-200	9	64	18	
	7	32	29	
CO-190	9	4	34	
CO-220	9	16	39	
R-200	9	26	39	
R-200	9	24	32	
R-210 – RF 210	9	–	20	
RF-210	9	–	19	
COF-190, COF-200, RF-200	9	–	35	
RF-230	9	–	19	
V190 Up	10	19-24	22-51	46
ACO 190 Up	10	19-24	22-51	46
Marmon-Herrington see Ford				
Peterbilt				
381	20	16	28 Du	60
351, 351 C.O.E.	20	16	23 Du	60
281, 281 C.O.E.	20	16	45	60

Make and Model	Engine Quarts	Trans-mission Pints	Rear Axle Pints	Cooling Quarts
Reo				
All 6 cyl.	8	†	†	24
All 8 cyl.	8	†	†	37
Studebaker				
3E6, 3E11	6	2-1/2	**	15-1/2
3E5	5	2-1/2	3	10-1/2
3E7, 3E12	5	2-1/2	***	20-1/4
3E13	5	8	9-1/2	20-3/4
3E14	6	8	9-1/2	16
3E28 - 28B	5	8	16	20-3/4
3E38 - 38B	5	8	18-1/2	20-3/4
3E10	5	2-1/2	5-1/2	10-1/2
3E40 - 40B	5	6-1/2	16	20-3/4
Walter				
Acb, Acr, Acu	28	33	7	57
Agb, Agr	18	33	7	57
Fgb	18	33	7	57
Fek, Aeb	10	33	7	57
Fzm	8	26	5	32
Arb	12	33	7	57
Willys				
FC-170	5	3X	3XS	12
L6-226 4WD	5	2-1/2X	3XS	13
L6-226 4X4	5	2-1/2X	3XS	13
L6-226 4X2	5	2-1/2	2 S	13
FC-150	4	3X	2-1/2XS	11
F4-134 4WD	4	3X	3XS	12
F4-134 4X4	4	3X	3XS	12
F4-134 4X2	4	1-1/2	2S	12
CJ-3B	4	3X	2-1/2XS	12
CJ-5 CJ-6	4	3X	2-1/2XS	12
DJ-3A	4	1-1/2	2S	12

Key to Abbreviations

Transmission
- Hy – Multi-service hypoid
- † – Varies with make and model
- X – Plus transfer case

Rear Axle
- Du – Dual axle
- S – Single axle
- † – Listed because a 48 cu. in. V-8 Workmaster Engine is used.
- ** – Models 2E11, 3E11-5½; 2E6, 3E6-3
- *** – Models 2E7, 3E7-3; 2E12, 3E12-5½
- 2 – Add 2 pts at Diff Lock
- 3 – Excludes Torque Divider
- X Plus Front Axle (Willys)

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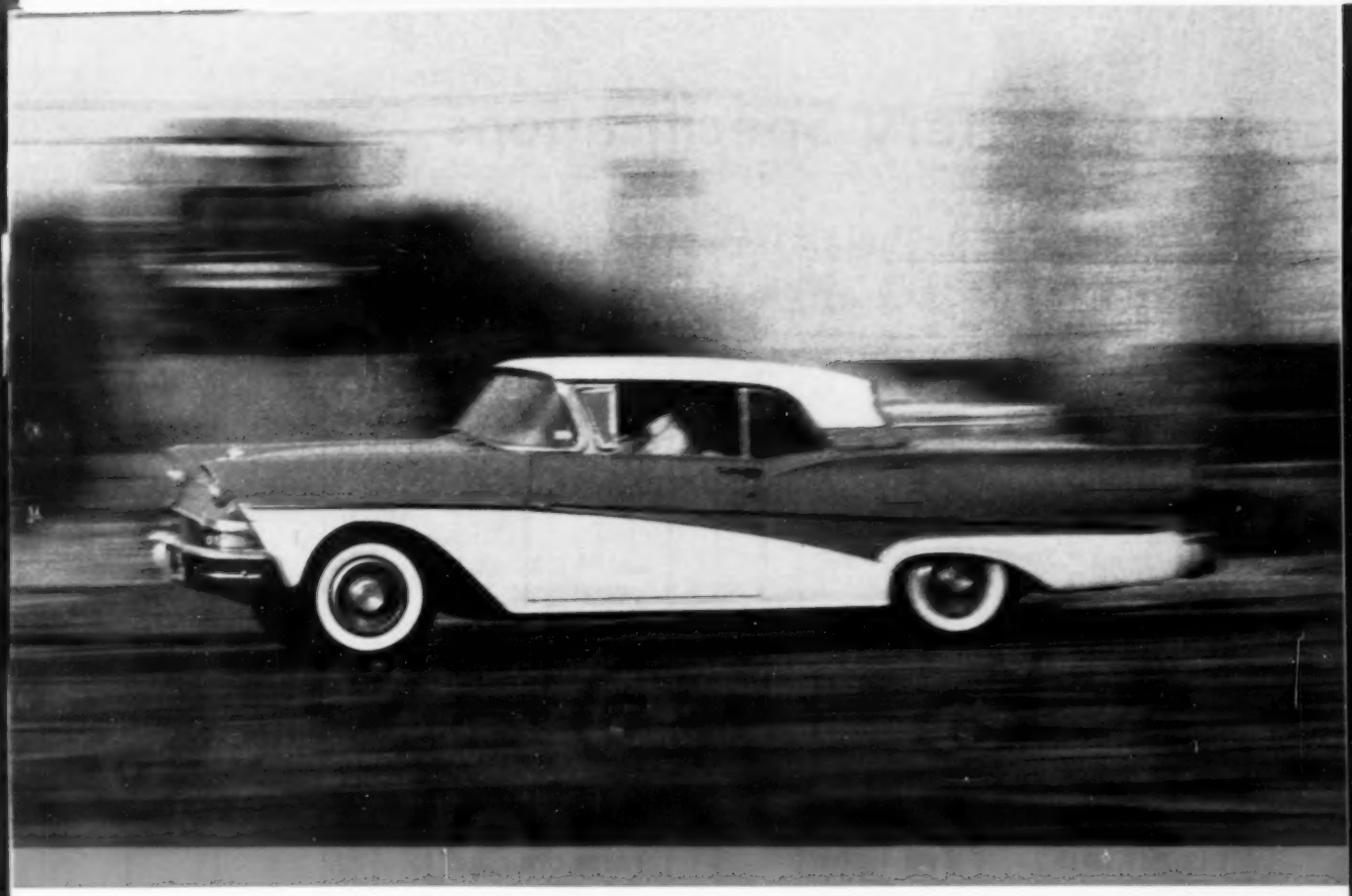
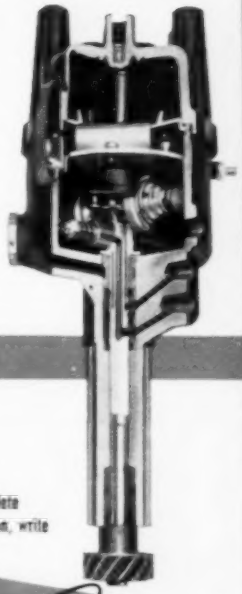
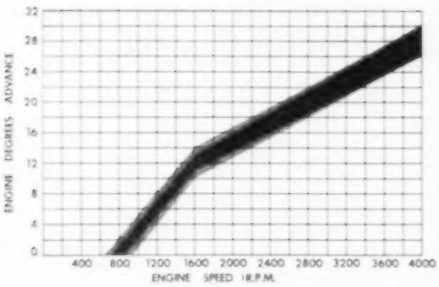
In addition we can design mufflers for any fleet vehicle on the road.

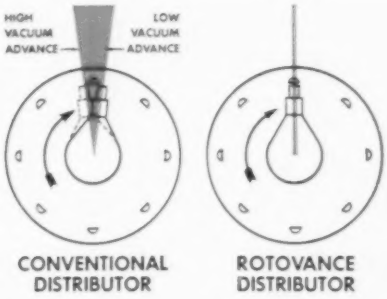


IN-USE AND LAB TESTS PROVE HOLLEY ROTOVANCE DISTRIBUTOR MOST ACCURATE TIMING INSTRUMENT YET DESIGNED FOR AUTOMOBILE AND TRUCK ENGINES. ELIMINATION OF VIBRATION IN BREAKER PLATE INCREASES ENGINE EFFICIENCY AND HORSEPOWER THROUGHOUT ALL STAGES OF ENGINE ADVANCE.





The elimination of breaker plate wobble or vibration in the Rotovance Distributor provides a timing accuracy not possible with other types of distributors. Solid black area in graph above indicates the timing limits allowed by Rotovance, while red area represents limits of other distributors tested.



By advancing the cam for all engine requirements, perfect rotor register is obtained. The red area in the diagram at left shows how rotor register is inaccurate during high and low engine peaks. Rotor register is perfect throughout the entire engine advance with the Holley Rotovance Distributor.

For complete information, write

HOLLEY Carburetor Co.

11955 E. NINE MILE ROAD
WARREN, MICHIGAN

FOR MORE THAN HALF-A-CENTURY—ORIGINAL EQUIPMENT MANUFACTURERS FOR THE AUTOMOTIVE INDUSTRY

I-27

Truck Battery Specifications

Make and model	Battery make	Amp hour capacity	No. plates per cell	Terminal grounded	SAE group
Autocar					
DC65T, DC 6564, DC 74T		140	21	Pos.	
DC 75T, DC 7564, DCU 75T		140	21	Pos.	
DC 87D, DC 9564, DC 103D		140	21	Pos.	
DC 10364S, DC 10264		140	21	Pos.	
DC 10264L, DC 102T		140	21	Pos.	
DC 102, DC 103T		140	21	Pos.	
DC 10464S		140	21	Pos.	
C 65T, C 65D, C 6564		120	17	Pos.	
C 9564, C 870, C 10364S		120	17	Pos.	
Brockway					
254 W, 256 W, 260 LD		150	19	Pos.	
All Others		120	17	Pos.	
Chevrolet					
All	D.R.	53	9	Neg.	2SM
Diamond T					
431		120	17	Pos.	2H
723, 723C, 723JT, 921 921F, 921R, 921BR, 921FR, 921N, 921BN, 921FN, 921C, 923, 830, 830C, 723CJT		168	21	Pos.	5H
532, 532C, 531-530C 630, 630C, 730C, 830C, 831		150	21	Pos.	4H
950		200	25	Pos.	
662–730		150	21		4H
Divco					
All	W-AL-B	105	15	Pos.	
Dodge					
L6–D100, D200, D300, P300, P400, W100, W200, W300M, L8–D400, D500, D600, C500, C600, W300, W500	AL	50	9	Neg.	
L6–D400, D500, D600, W300, W500, S400, S500, S600	AL	60	11	Neg.	
L8-D700, D800, D900, T700, T800, T900, C700, S700	AL	70	13	Neg.	
Ford					
F750, C750, B750, T750, F800, B500, B600, B700, C800, F900, C900, T800		70	13	Neg.	
F100, F250, F350SR, F350 DR, C550, F500 F600, C600, F-700, C700, T700, P350, 400, 500		55	11	Neg.	
Freightliner					
All Models	States	153	19	Pos.	411
FWD					
M284, M285, 264, 6-324, 285, 6-235, 305, 326, 6-366, G6-406, 367, 6-407, 305, 326		*150	21	Pos.	4D
140, U-150, 181, 182, 6-282 6-222, 6-221, 171, 223D, 284, 285, 222, 6-282, 202 232, 223D, M284D, 233D		65	13	Pos.	
284D, 285D		150	21	Pos.	4D
GMC					
Models 100–500					
All 6 cyl. except "S" models		53	9		2SMR53
All 8 cyl. ex. 5370-8		60	9		558
All "S" models except SFM 460		72	11		3SMR72
SFM 460		205	27		8DR205

Make and model	Battery make	Amp hour capacity	No. plates per cell	Terminal grounded	SAE group
Models 550–970					
All gas models		72	11		3SMR72
All diesel except "R"		205	27		8DR205
Diesel "R" models		150	19		4DR150
Kenworth					
All		150	19	Pos.	4D
Marmon-Herrington see Ford					
Oshkosh					
All		153	19	Pos.	4H
Peterbilt					
All		152*	19	Pos.	4D
Reo					
All Gas	W	70	13	Pos.	12H
All Diesel	W	204	29	Pos.	8D
Studebaker					
All	W	50	9	Neg.	2SM
Walters					
All		150	17	Pos.	4D
White					
All		120**	15	Pos.	
Willys					
All	AL	150	9	Neg.	

Key to Abbreviations

DR – Delco-Remy

W – Willard

AL – Auto Lite

* two batteries

** two batteries in models 380A, 390A

March's Story Behind the Story:

How Your Opinions Affected This Year's Data Book

DURING THE PLANNING STAGES for last year's March Data Book we decided that we would go directly to you to find out if the issue was as helpful as we planned it to be . . . whether you had any suggestions for improving it . . . whether you felt that parts of it could be eliminated. We also decided that the only test of the success of the issue would be how long you kept it and how much you referred to it.

So last October we interviewed . . .

. . . approximately 175 FLEET OWNER readers to find out how many had kept their March, 1957, Data Books. This was eight and a half months after the Data Books were delivered through the mail . . . a long enough time, we thought, to indicate the reference value of the issue. We were extremely pleased with the results: 74.2% of you had kept the Data Book for reference.

But the more important question was this: Of the 74.2% who kept their Data Books what percentage use it currently and how much? Again the results were pleasing. Of those readers who kept their Data Books for reference, 82.6% were using them currently. And a majority, by far, said they were going to retain their Data Books indefinitely or until the new Data Book was received. To get definite opinions on the value of the Data Book, we looked for answers to two questions:

We asked fleetmen . . .

. . . "How does the Data Book help you or aid you in your job?" And "What is your reaction to or opinion of the Data Book?" From the 200 responses we could see that we'd hit the jackpot with our original plans. There were no requests to change any of the basic material. The only suggestions were for additional sections. Most of these suggestions were extremely good and, while the additions are not being made in this Data Book because of space limitations, they will be published in future issues of FLEET OWNER.

We have followed suggestions and made a number of changes in presentation of material. For example, the film list (Section 9) contains only current films and is charted for easier reading. Last year, we published all the films back to 1946. This year, we've limited the truck stop list to those truck stops having the best facilities. Last year we printed them all.

You'll find many more refinements as you use your copy. Hope you find them helpful.

Truck Torque-Wrench Specs

Make and model	Cylinder head	Main bearings	Connect. rod bear.	Spark plugs
Autocar				
White 390 A	105-110	80-90	95-100	
377	100-105	140-150	85-90	
477, 501, 453, 315, 358,	80-85	130-140	85-90	
404, 331	80-85	130-140	85-90	
C-65, C-84, C-900, Series–	90-100	140-150	90-100	
501, 447	90-100	140-150	90-100	
Brockway				
42 BD	70-75	#1	85-95	
38B, 40B, 41B	70-75	#1	70-75	
46BD, 46FD, 48BD, 48FD	85-95	#1	85-95	
Chevrolet				
Tskm, Tm	60-70	60-70	30-45	20-25
Thm, Jm, Thm Sp.	90-95	100-110	35-45	15-25
Lm.	63-73	100-110	40-45	22-28
Wm	60-70	95-105	35-45	20-25
Diamond T.				
431	85-95	75-85	45-55	30
531-530C	100-110	100-110	60-70	30
532	100-110	100-110	75-85	30
630-630C	100-110	100-110	75-85	30
660-720, 720C	130-140	85-95	100-110	34
662-730-730C	100-110	100-110	75-85	30
830-830C	100-110	100-110	75-85	30
831	#5	130-140	100-120	30
Divco				
11, 12, 13, 114, 124, 134, 364	65-70	100	45-50	34
Her QXD 3AS and AT	60	#2	39	34
Super 6	65-70	66-70	52-56	25-30
42, 52, 41, 51	65-70	70	52-70	30
15, 214, 224, 334, 344,	60	#2	39	30
374	60	#2	39	30
Dodge				
All 6 Cyl.	65-70	85	45	30-32
All V-8	85	85	45	30-32
FWD				
IH BD-240	85-95	75-85	45-55	
IH BD-282, 308	75-85	100-110	60-70	
Wau Engines	175L,150S	242-250	65-70	
GMC Engines	165-175	180-190	65-75	
Other IH-Engines	100-110	100-110	60-70	
Ford				
6 Cyl. – 223 cu. in.	75	95-105	45-50	15-20
8 Cyl. – 272 cu. in.	85	95-105	45-50	15-20
8 Cyl. – 302, 332 cu. in.	110	120-130	45-50	15-20
GMC				
Models 100-500, 8 Cyl.	90-95	*95	45	15-20
6 Cyl.	90-100	90-100	40-45	15-20
Models 550-970, 8 Cyl.	65-70	**100	40-50	23-27
6 Cyl.	70-75	90-100	70 min.	23-27

Make and model	Cylinder head	Main bearings	Connect. rod bear.	Spark plugs
International Harvester				
RD 372, 406, 450, 501	100-110	100-110	75-85	28-30
BD282, BD 308	100-110	100-110	60-70	28-30
BD 220, BD 240, BD 264	85-95	75-85	45-55	28-30
V 401, 461, 549	80-90	100-110	65-75	28-30
Kenworth				
HS 590-GV 3	140-160-30-40	130-140	100-120	
Marmon-Herrington see Ford				
Oshkosh				
Continental (all)	#3	#4	#4	
Wau 145 GKB	175L,150S	267-275	67-69	
Reo				
(6 cyl) 2550A, 2550A LPG, 2920A, 3310A, 3310A LPG	100-105	85-90	65-70	25-30
(V8) OV207, 04235	100-105	85-90	65-70	30
Studebaker				
All V8 Engines	55-65	85-95	52-54	25-30
All equipped with 185 cu. in. 6 cyl. Engines	45-50	85-95	28-32	25-30
All equipped with 245 cu. in 6 cyl. Engines	80-85	88-93	52-54	25-30
Walter				
WAU 145 GK, 145 GKB	175L,150S	267-275	67-69	
WAU 6 MZA	73-75	96-100	67-69	
WAU 140 GZ	175	129-133	96-100	
White				
WC16, 3014W, 3015W, 3016	105-110	80-90	40-60	
WC2D, WC2D PLT, 3020, 3020 PLT	105-110	80-90	48-52	
WC24 PLT, WC2464 PLT, 30246 PLT, 3024 PLT	105-110	80-90	95-100	
3014, 3015	60-65	90-95	60-65	30
WC18, 3028, 3024T	105-110	80-90	80-120	28
Willys				
F4-134 (All) FC-150 CJ33-CJ-5, CJ-6				
DJ-3A	60-70	65-75	50-55	25-33
L6-226 (All) FC-170	35-45	85-95	40-45	20-30

Key to Abbreviations

#1 ½ in, 85-95; 9/16 in, 100-110

#2 center and rear, 60; front, 70

L – Long

S – Short

#3 5/8 in, 35-40; 7/16 in, 70-75; ½ in, 90-100; 9/16 in, 130-140; 5/8 in, 145-155

#4 5/16 in, 20-25; 3/8 in, 35-40; 7/16 in, 70-75; ½ in, 85-95; 9/16 in, 100-110

#5 5/8-18, 140-160; 7/16-20, 30-40

*120 for rear

**140 for rear

These are TORQUE WRENCHES used and recommended by leading engine builders because they are:

- ★ Accurate For Life
- ★ Faster and Handier to use
- ★ The only torque wrenches that can be used accurately with adapters and extensions
- ★ Guaranteed accurate within 2% of maximum scale reading
- ★ Ruggedly constructed for continous service

SENSORY MODELS

The handle RELEASES momentarily the instant the pre-set torque is reached. Can be set to signal for right or left hand applications over full scale range. You can change setting instantly right on the job. A sharp distinct sound can be heard at the same moment the handle signal is felt or you can see the torque applied on an Easy Vision metal scale which serves as a built in Torque Tester. FEEL IT – HEAR IT – SEE IT.

CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
S300-I	0 to 300	$35.20
S600-I	0 to 600	36.90
S1200-I	0 to 1200	38.85
S1800-I	0 to 1800	47.95
S2400-I	0 to 2400	61.80
S3600-I	0 to 3600	82.30
	FOOT POUNDS	
S25	0 to 25	35.20
S50	0 to 50	36.90
S100	0 to 100	38.85
S150	0 to 150	47.95
S200	0 to 200	61.80
S300	0 to 300	82.30

STANDARD MODELS

The same as the Sensory model, but is not equipped with the signalling feature. A deluxe gauge tool that is guaranteed to remain accurate for life and is engineered to cycle a minimum 300,000 times.

CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
F300-I	0 to 300	$24.30
F600-I	0 to 600	27.15
F1200-I	0 to 1200	29.95
F1800-I	0 to 1800	35.70
F2400-I	0 to 2400	53.95
F3600-I	0 to 3600	68.70
	FOOT POUNDS	
F25	0 to 25	24.30
F50	0 to 50	27.15
F100	0 to 100	29.95
F150	0 to 150	35.70
F200	0 to 200	53.95
F300	0 to 300	68.70

ROUND BEAM MODELS

A torque wrench designed and priced for the mechanic. Guaranteed life time accuracy. Each model in the wide range of torque capacities is light weight and compact in design. The torque accuracy is held to the highest standard 2% of the maximum scale reading. Patented handle allows using these with adapters and rugged construction makes them almost indestructible.

CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
DR50-I	0 to 50	$17.95
DR100-I	0 to 100	17.95
DR200-I	0 to 200	17.95
DR300-I	0 to 300	17.95
R600-I	0 to 600	12.35
R1200-I	0 to 1200	13.15
R1800-I	0 to 1800	16.75
R2400-I	0 to 2400	17.95
	FOOT POUNDS	
DR25	0 to 25	17.95
R50	0 to 50	12.35
R100	0 to 100	13.15
R150	0 to 150	16.75
R200	0 to 200	17.95

SPRING TESTER

Permits fast and accurate matching and checking of valve springs, clutch springs, etc. Threaded column with vernier scale permits adjustment of test platform to exact test length within .003 of an inch. Built in tone signal device sounds the instant spring is compressed to desired length. Operated by any accurate torque wrench. Spring strength, in pounds, equals the foot-pound reading of the torque wrench.

Free TORQUE SPECIFICATIONS

For over 72 makes and more than 700 models of automobiles (U.S. and Foreign), trucks, tractors, outboards, motorcycles, diesel, aircraft, marine and small air-cooled engines. SPARK PLUG–WHEEL BEARING–VALVE SPRING DATA and many helpful torque tips . . . Plus handy torque chart for all screws –No. 4 to and including large 2 inch bolts. 31 pages of factory approved information. Sent Free if requested on your auto service letter or bill head. Please also write name of your local tool jobber.

PA STURTEVANT CO.
ADDISON QUALITY ILLINOIS

World's Leading Exclusive Manufacturers of Torque Wrenches

Truck Front-End Alignment

MAKE AND MODEL	TOE-IN INCHES	CAMBER DEGREES	CASTER DEGREES	KINGPIN SLANT DEGREES
Autocar				
DC102, DC103T	0–¼	1	0–2	8
DC102T, C65T, C65D, C6564, DC10264, DC10264C	0–¼	1	–.75 + .75	5½
DC9564, DC103D, DC10364S, DC10464S, C9564, 687D, C10364S	0–¼	1	1 + 1	8
DC65T, DC6564, DC74T DC75T, DC7564	0–¼	1	–.75 + .75	8
Brockway				
88W4X, 260LD, 260WLD 128WX, 155W, 147W,	1/16–⅛	1	½–1½	8
147WL, 148WD, 148SLD 153WD, 153SQ, 254W,	1/16–⅛	1	½–1½	5½
256W, 255W, 258W, 260WD, 260SQ, 260SF	1/16–⅛	1	½–1½	0
Chevrolet				
31, 32	.13–.22	0-.5 1-.5	1.5	6.16 8.16
34, 35, 37	.25–.31	0-.5 1-.5	2.0	6.16 8.16
36	.25–.31	0-.5 1-.5	3.0	6.16 8.16
38	.25–.31	0-.5 1-.5	2.25	6.16 8.16
40, 50	.25–.31	0-.5 1-.5	2.0	6.16 8.16
60	.25–.31	0-.5 1-.5	2.25	6.16 8.16
80 – 10,0	.25–.31	0-.5 1-.5	2.5	4
70 – 90	.25–.31	0-.5 1-.5	1.75	4
RPO80, 90, 100*	.25–.31	0-.5 1-.5	2.5	5.5
Diamond T See Note #3				
431, 531, 532, 430C, 530C, 630C, 723JT, 723CJT, 730 730C, 830, 830C, 831 921, 921R, 921N, 923 950	⅛	1	1	8
530, 531-6 wheeler 630C–6 wheeler 723–6 wheeler, 723JT, 723CJT, 6 wheeler 730, 730C, 6 wheeler 830,830C 6 wheeler 831 6 wheeler 921, 923–6 wheeler 950–6 wheeler	⅛	1	1½	5½
921C-921C–6 wheeler	⅛	1	1½	0
630, 630 6 wheeler	⅛	1	1½	4
Divco				
364, 214, 224, 334, 244, 344, 374, 42, 52, 41, 51 11, 12, 13, 15, 114, 124, 134, 154	1/16–⅛	1	1.05 #1	8
Dodge				
L6 – D200	0–⅛	1.5	3.5	4
L8 – D200	0–⅛	1.5	3.5	4
L6 – D300	0–⅛	1.5	3.5	4
L8 – D300	0–⅛	1.5	3.5	4
L6 – D400	0–⅛	2.0	2.0	7
L8 – D400	0–⅛	2.0	2.0	7
L6 – D500	0–⅛	2.0	1.25	7
L8 – D500	0–⅛	2.0	1.25	7
L6 – D600	0–⅛	2.0	1.25	7
L8 – D600	0–⅛	2.0	1.25	7
L8 – D700	0–⅛	2.0	1.25	7
L8 – D800	0–⅛	1.0	3.75	5.5
L8 – D900	0–⅛	1.0	3.75	5.5
L8 – C500	0–⅛	2.0	1.25	7
L8 – C600	0–⅛	2.0	1.25	7
L8 – C700	0–⅛	2.0	1.25	7
L6 – P300	0–⅛	1.5	3.5	4
L8 – P300	0–⅛	1.5	3.5	4
L6 – P400	0–⅛	2.0	2.0	7
L8 – P400	0–⅛	2.0	2.0	7
4X4S L6W100, L8W100, L6W200, L8W200, L6W300, L8W300	0–⅛	1.5	4.0	7.5
L6 – W300M	0–⅛	1.5	1.5	8
L6 – W500	0–⅛	0.75	4.0	8
L8 – W500	0–⅛	0.75	4.0	8
L8 – T700	0–⅛	1.0	3.75	5.5
L8 – T800	0–⅛	1.0	4.25	5.5
L8 – T900	0–⅛	1.0	4.25	5.5
L6 – S400 (S.B.)	0–⅛	2.0	2.0	7
L8 – S400 (S.B.)	0–⅛	2.0	2.0	7
L6 – S500 (S.B.)	0–⅛	2.0	1.25	7
L8 – S500 (S.B.)	0–⅛	2.0	1.25	7
L6 – S600 (S.B.)	0–⅛	1.0	3.75	5.5
L8 – S600 (S.B.)	0–⅛	1.0	3.75	5.5
L8 – S700 (S.B.)	0–⅛	1.0	3.75	5.5
Ford				
F100, F250, F350	1/16	1	3 ± ½	4
P350	1/16	1	3¾ ± 1	4
P400, F500–130 in. w.b. P500–137 in. w.b.	1/16	1	4 ± 1	4
P500–154 in. w. b. F500–154 in. w.b.	1/16	1	3 ± 1	4
P500, F600, B600 ax. with 6000 lb. front axle	1/16	1	3½ ± 1	4
B600–6000 lb. front axle C550 – C900 F700 – F900 T700 – T800 B700, B750	1/16	1	4½ ± 1	5½
	1/16	1	3 ± 1	5½
Freightliner				
WF-42T, WF-64T, WF-5842T, WF-6542T	1/16–3/32	1	2½L–3R	5
WF-7564T, WF-64, WF-6564	1/16–3/32	1	2½L–3R	5
WF-5844T	7½ – 1/16	1	2½L–3R	0
FWD				
140, U-150, 181, 182 6-282, 6-222, 6-221, 171, 223D, 284, 285, 222, 6-282, 202, 232, M284, M285, 264,	0–⅛	1	2	8

first with the Million Mile All-Weather COIL
...first, again, with the All-Brass All-Weather SOLENOID

Again, Filko scores another first with a perfect start and go team for all-weather, heavy duty service! The new Filko Solenoid Switch is the first all-brass unit ever developed. Like the Million Mile Guaranteed All-Weather Coil, it typifies Filko's leadership, not only in ignition for the passenger car field, but also in the engineering of ignition for fleets, tractors, salt water marine and all other heavy duty applications.

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G-286

Truck Front-End Alignment

MAKE AND MODEL	TOE-IN INCHES	CAMBER DEGREES	CASTER DEGREES	KINGPIN SLANT DEGREES
M264, 6-324, 285, 6-235, 305, 326, 6-366, G6-406, 367, 6-407, 305, 326, 223-D, M284D, 233D, 284D, 285D	0–1/8	1	2	8
GMC				
100, 100-8	1/16–3/16	1.5	1 ± .5	7°10′
150,150-8,PM150,PM250 250,250-8,300	1/16–1/4	1.5	1 ± .5	7°10′
S300, 350, 350-8, 370, 370-8, S370, S370-8 F350, F350-8, F370 F370-8	1/16–1/4	1.5	1 ± .5	7°10′
All 450 and 500,	3/16–3/16	1	1 ± .5	5
SFM 460	1/16–3/16	1	1 ± .5	5.5
550, F550, W550 FW550, 600 F600, 630, D630, W630, 660, D660	1/8–1/4	1	1	5
with Timken FE900 axle W550, F600, W630, 600	1/8–1/4	1	1	5.5
W660, DW660, W670 D930, DW950, DW970	1/8–1/4	1	1	5.5
FW550, W670 with optional Timken 27465 axle	1/8–1/4	1	1	8
F630, F660, DF660 FW660, DF860, DFW950	1/8–1/4	1	2.5	5.5
A550	8–47/64	1	1	5
FA550, A600, FA600	8–15/32	1	1	5
RA800 – DRA800	7–7/8	1	1	5
FRA800, DFRA800 DFRA860	8–15/64	1	2.5	5
DFRWA860	7–3/4	1	2.5	5.5
International Harvester				
A150, 160, AC160, AM160, A180, AC180, AC170, AF180, A184, R185, R190, RF190, CO200, CO190, CO220, R200, R220, RF230	1/16–1/8	1	2–3	4
A100, A110, A120, AA120, AM120, AA140 AM150, A130	1/8–3/16	2	1	4
A120,	1/8–3/16	1.5	2–3	5.5
A140, A160	1/16–1/8	1	1–2	0
COF190, COF200 RF200, R210, RF210, V-190 up	1/16–1/8	1	2–3	5.5
Kenworth				
888	1/8	1	1½	8
521, 524, 548, 552, 825, 842, 849, 585, 829	1/8	1	3½	5½
803	1/4	1	0	0
851, 854, 853	1/8	0	5	0
801, 802	1/8	0	1½	0

MAKE AND MODEL	TOE-IN INCHES	CAMBER DEGREES	CASTER DEGREES	KINGPIN SLANT DEGREES
Mormon-Herrington				
M104	1/16	.75	2.5	8.25
M254	1/16	0	2.5	8
M504	1/8	0	2.5	0
M604	1/8	0	2.5	0
M704	1/8	.75	2	8
M754	1/8	.75	2	8
M804	1/8	.75	2	8
M904	1/8	.75	2	8
T706	1/8	0	2.5	0
T756	1/8	75	2	8
Oshkosh				
W-817, W-827	0–1/8	1	1	3
WA2208, WA906, W2211, W2206, WA2209	0–1/8	½	1	3
W214, W314, W-214D, W1700C, W-814, W-824, W815, W825, W816, W826	0–1/8	1	1	3
Peterbilt				
281, 281 C.O.E., 351, 315 C.O.E.	0–1/8	1	3	5½
381	0–1/8	1	1½	8
Reo				
F22R3, F226, F50 (6x2), F506, F506D, AC403, AC503, A603, A603D, AC603, AC603D, A630, A633, A633D, AC633, AC633D, A703, A703D, AC703, AC703D, A733, AC733	0–1/8	1	1½	5½
F506(6x6)	3/16–3/16	0	5–7	0
F-50-1, F-50-2, F-50-T F-500-1, F-500-2, F-50-DT	0–1/8	1	1½	5½
F-50-3, F500-3, F536, F536D, A-602, A702, A730, A600, A601, A607, A700, A701	0–1/8	1	1½	5½
F-216	0–1/8	1	1½	5½
Studebaker				
3D13, 3F14, 3E38, 3E28	1/16–1/8	0–1	3½ #2	8
3E5, 3E6, 3E7, 3E11, 3E12	1/16–1/8	0–1	4 #2	7½
3E40	1/16–1/8	0–1	3½ #2	9
Walter				
ACU, ARB, Fzm, Fek, Aeb, Fgb, AGb, AGR, ACB, ACR	0–3/16	1½	5	2
Willys				
FC-170, FC-150, 4WDAII, 4x4 AII, CJ-3B, CJ-5, CJ-6	.54/.94	1½	3	7½
4x2 AII, DJ-3A	.54/.94	1	3	7½

Key to Abbreviations

#1 – No Load

#2 – No Load ± ¼ deg.

#3 – 720–950 with Shuler FE15 or FE18 front axle have ⅛" toe-in, 1° camber, 1° caster and 0° K.p.i. 912C with Page & Page 60FN10 front axle have ⅛" toe-in, 0° camber, 0° caster, 0° K-p.i. All values apply to unladen vehicles.

#4 – Max. caster variation between wheels – ½°
Max. camber variation between wheels – ¼°

getting there is only half the job!

Copeland refrigeration does the rest . . . keeps food fresh! Catching a net-load of fish is not simple. But keeping fish fresh till they reach market is a bigger problem, for they won't retain their looks and flavor for long.

Today fleet operators and food processors know freshness and profit go hand in hand. So they protect in-transit payloads with refrigerated trucks equipped with dependable Copeland units.

You can count on Copeland cooling all the way . . . at lowest cost per mile.

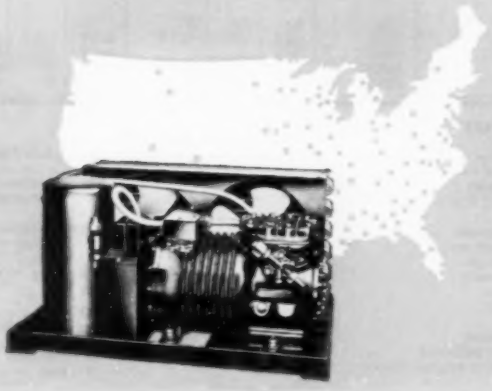
WRITE FOR SPECIFICATIONS AND PERFORMANCE DATA

SINCE 1918 **Copeland** REFRIGERATION CORPORATION, Sidney, Ohio

CAPACITY Choose from ¼ to 3 H.P. in Copelametic, direct-drive accessible hermetics, or belt-driven models. Copelametic Model TR-100 1 H.P. shown.

DEPENDABILITY Thousands of Copeland units now in use have given years of trouble-free, over-the-road service—proof of superior engineering, ruggedness and dependability.

AVAILABILITY Our unexcelled coast-to-coast network of 130 wholesalers and over 25,000 refrigeration dealers means the best in service when you need it. It's only a phone call away.



General Specifications for

Line	TRADE NAME	MODEL NO.	Unladen Weight Ready for the Road	MAIN DIMENSIONS (Inches) Wheelbase	Overall Length over Bumpers	Gage, Front	Gage, Rear	Inside Body Length Back of Rear Seat to Inner Front Panel	Distance Center Line – Rear Axle to Rear of Bumper	Outer Clearance Diameter Smallest Turning Circle (To Left) Ft.	Front Tire Size	Rear Tire Size	Engine Location	Rear Engine Mounted Transversely or Longitudinally	Water Capacity Entire Cooling Systems, Gals.	FUEL TANK Total Capacity in Gallons	TRANSMISSION Clutch Lining Area Sq. In.	Type Transmission	Quiet in what Gears	Type Transmission Control
1	Coachette	ACS & DIC	7600	137	244-3/4	62.3	65	144-1/2	69-1/2	56	7.00-17.5	7.00-17.5	F	–	4-3/4	30	123.7	CM	3-4	M
2	Coachette	DCS & IC	7800	157	271-3/4	62.3	65	171	76-1/2	56	7.00-17.5	7.00-17.5	F	–	4-3/4	30	123.7	CM	3-4	M
3	Coachette	ACS & BIC	9200	172	298-3/4	64	67.1	198-1/2	88-1/2	66	8.00-22.5	8.00-22.5	F	–	4-3/4	30	123.7	CM	3-4	M
4	Coachette	DCS & IC	9400	199	325-3/4	64	67.1	225-1/2	88-1/2	66	8.00-22.5	8.00-22.5	F	–	4-3/4	30	123.7	CM	3-4	M
5	Chevrolet	4502	4335	156-1/2	274-1/4	64-13/16	66-1/2	–	83-13/16	28-5/8	7-22.5	7-22.5	A	–	4-3/8	30	123.7	CM	4	M
6	Chevrolet	6702	4870	196-1/2	329-1/4	63-3/4	68-15/16	–	98-13/16	32-1/4	8-22.5	8-22.5	A	–	4-1/4	30	123.7	CM	4	M
7	Chevrolet	6802	4985	222-1/2	357-1/4	63-3/4	68-15/16	–	100-5/16	39	8-22.5	8-22.5	A	–	4-1/4	30	123.7	CM	4	M
8	Chevrolet	8802	5710	240	382-3/4	67-7/8	68-15/16	–	108-7/8	41	8-22.5	8-22.5	A	–	5-3/4	30	123.7	CM	4	M
9	Crown	A-590-10	18500	200-1/2	384	80-1/8	72	353-1/2	114	70	10.00-20	10.00-20	UF	L	18	119	250	CM	–	M
10	Crown	A-590-11	–	232	419-1/2	80-1/8	72	388	118	78	11.00-20	11.00-20	UF	L	18	119	250	CM	–	M
11	Dodge (SB)	K6-8-5400	4500	153	#1 264-7/8	65	65-1/16	–	–	#2 49-3/4	7.00-22.5	7.00-22.5	AC	–	4-5-1/8	18.3	123.7	M	–	GS
12	Dodge (SB)	K8-5500	4775	193	#1 318-15/16	63.7	68-1/16	–	–	#2 60-1/4	800-22.5	8.00-22.5	AC	–	5-1/4	30	123.7	M	–	GS
13	Dodge (SB)	K6-8-5600	5600	236	#1 372-15/16	70.8	68-1/16	–	–	#2 71-1/2	8.00-22.5	8.00-22.5	AC	–	5-3/4	30	123.7	M	–	GS
14	Dodge (SB)	K8-5700	6100	254	#1 401-3/8	69.9	69.9	–	–	#2 76-1/4	10.00-22.5	10.00-22.5	AC	–	7-1/4	30	123.7	M	–	GS
15	Fitzjohn City	FTG	–	155	323	81-3/16	74	277	88-3/4	57	8.25-20	8.25-20	IR	T	12	75	128	–	2-3	M
16	Fitzjohn City	FTG-FTD	–	182	351	81-3/16	74	305	88-3/4	65	9.00-20	9.00-20	IR	T	13	75	214	–	2-3	M
17	Fitzjohn City	FTG-FTD	–	210	379	81-3/16	74	333	88-3/4	73-1/2	10.00-20	10.00-20	IR	T	14	142	214	–	2-3	M
18	Fitzjohn-Road	FIG-FID	–	201	384	80-1/4	71-1/2	324	111	71	10.00-20	10.00-20	IR	L	15	142	250	–	2-3	M
19	Fitzjohn Roadrunner	FIG-FID	–	237	420	80-1/4	71-1/2	360	111	80	11.00-22	11.00-20	IR	L	16	142	250	–	2-3-4	M
20	Fixible	228FI	18200	228	419-1/2	80-1/8	71-1/2	401-1/2	111	66.6	10.00-20	10.00-20	IR	L	15-3/4	120	125	SM	All	M
21	Fixible Twin	FT35	16700	232-1/2	420	80-3/8	72	399	100	70.0	10.00-20	10.00-20	UF	–	16	125	–	A	–	A
22	Fixible Twin	FTP35	16700	232-1/2	420	80-3/8	72	399	100	70.0	10.00-20	10.00-20	UF	–	16	125	–	A	–	A
23	Fixible Twin	FTD35	16870	232-1/2	420	80-3/8	72	399	100	70.0	10.00-20	10.00-20	UF	–	16	125	–	A	–	A
24	Fixible Twin	FT40	19800	274-3/4	480	80-3/8	72	459	117-3/4	80.0	11.00-20	11.00-20	UF	–	16-1/2	125	–	A	–	A
25	Fixible Twin	F40D	19970	274-3/4	480	80-3/8	72	459	117-3/4	80.0	11.00-20	11.00-20	UF	–	16-1/2	125	–	A	–	A
26	Fixible Twin	FT2D40	2100	274-3/4	480	86-3/8	72	459	117-3/4	80.0	11.00-20	11.00-20	UF	–	16-1/2	125	–	A	–	A
27	Fixible Twin	FT2P40	19045	274-3/4	480	86-3/8	72	459	117-3/4	80.0	11.00-20	11.00-20	UF	–	16-1/2	130	–	A	–	A
28	Fixible	218WA-1	15500	218	410-3/4	80-1/8	69-3/4	300	117	72	9.00-20	9.00-20	IR	L	15-1/4	90	125	SM	All	M
29	Fixible	218GM-1	15500	218	410-3/4	80-1/8	69-3/4	300	117	72	9.00-20	9.00-20	IR	L	14-1/2	90	125	SM	All	M
30	GM Coach	TGH3102	10110	180-1/2	325-5/8	81-1/4	75-1/4	287	76-1/4	66	8.25-20	8.25-20	IR	T	6.8	60	Hy	Hy	All	A
31	GM Coach	TDH3714	16170	210-1/2	369-1/2	79-1/4	70-1/2	336	76-3/4	70	10.00-20	10.00-20	IR	T	10-1/2	80	62	H	–	A
32	GM Coach	TDH4512	17870	238-3/4	420	78-7/8	70-1/2	389	100-3/4	78	10.00-20	10.00-20	IR	T	12-1/2	80	62	H	–	A
33	GM Coach	TDM4515	19840	238-3/4	420	78-7/8	70-1/2	389	100-3/4	78	10.00-20	10.00-20	IR	T	12-1/2	80	143	CM	All	M4
34	GM Coach	TDH5105	19490	281-3/4	477	87-1/4	76-1/2	441	110	82	11.00-20	11.00-20	IR	T	12-1/2	80	62	H-	–	A
35	GM Coach	TDH5106	19090	281-3/4	477	80-7/8	70-1/2	441	110	81	11.00-20	11.00-20	IR	T	12-1/2	80	62	H	–	A
36	GM Coach	TDM5108	21400	281-3/4	477	80-7/8	70-1/2	441	110	81	11.00-20	11.00-20	IR	T	12-1/2	80	143	CM	All	M4
37	GM Coach	PD4104	20525	261	420	78-7/8	70-1/2	390	89-1/4	84	11.00-20	11.00-20	IR	T	14	140	143	CM	All	M4
38	Mack	9700	–	245-5/8	420	80-1/4	70-7/8	401	91-1/2	72-1/3	11.00-20	11.00-20	IR	T	16	120	284	M	–	M
39	Mack	C-41	18350	237-1/2	396	80-3/8	71-5/8	367	80	74	10.00-20	10.00-20	IR	T	16	80	229	H-Su	All	A
40	Mack	C-47	18750	261-1/2	420	80-3/8	71-5/8	391	80	79	10.00-20	10.00-20	IR	T	16	80	229	H-Su	All	A
41	Mack	C-49	20250	289-1/2	472-1/2	80-3/8	71-5/8	441	82-3/4	84	11.00-20	11.00-20	IR	T	16	80	229	H-Su	All	A
42	Mack	C-49W	20325	289-1/2	472-1/2	86-3/8	75-7/8	441	82-3/4	84	11.00.20	11.00-20	IR	T	16	80	229	H-Su	All	A
43	Mack (SB)	B30B	7080	258-1/2	–	73-15/16	70-3/16	–	–	41	9.00-20	9.00-20	A	L	7	40	202	M	–	M
44	Mack (SB)	B34B	7330	258-1/2	–	73-15/16	70-3/16	–	–	41	9.00-20	9.00-20	A	L	8-1/2	40	202	M	–	M
45	Marmon-Herrington (SB)	4-5-6SC	8000	205.7	#1 376.7	80-1/4	71-1/2	–	102	64	9.00-20	9.00-20	IR	L	7-1/2	40	145	HG	All	–
46	Reo (SB)	F120L	5870	187	329-3/8	–	–	–	100-5/8	60.5	8.00-22.5	8.00-22.5	FR	–	20	40	131	S	2-3-4	M
47	Reo (SB)	F120G	6200	219	357-3/8	–	–	–	96-5/8	69.5	9.00-22.5	9.00.22.5	FR		20	40	131	S	2-3-4	M
48	Reo (SB)	F120-2H	6730	238	384-3/8	–	–	–	104-5/8	75.5	9.00-22.5	9.00-22.5	FR	–	24	40	149	CM	3-4-5	M
49	Reo (SB)	F122J	6845	256	412-3/8	–	–	–	114-5/8	79	9.00-22.5	9.00-22.5	FR	–	24	40	149	CM	3-4-5	M
50	Reo (SB)	A-375	7560	208	395	–	–	–	110	64	11-22.5	11-22.5	UF	–	24	40	149	CM	3-4-5	M
51	Reo (SB)	A-475	7667	208	395	–	–	–	110	64	11-22.5	11-22.5	UF	–	24	40	149	CM	3-4-5	M
52	Southern	R-37M	15515	182-1/2	356-1/2	80-1/4	71-1/2	317	103	63	10.00-20	10.00-20	IR	L	16	75	170	CM	All	MO
53	Southern	S-41HF	16300	221-3/8	391-1/2	80-1/4	72	377-1/2	99	80	11.00-20	11.00-20	UF	–	18	114	170	H	All	A
54	Southern	S-45DHC	19790	232-7/8	419	79-1/8	72	404	115	84-1/3	11.00-22	11.00-22	UF	–	21	114	229	H	All	A
55	Southern	S-50-DHC	21310	275-3/8	461-1/2	86-7/16	72	447	115	82-1/2	11.00-22	11.00-22	UF	–	21	114	229	H	All	A

KEY TO ABBREVIATIONS

Engine Location
A – Ahead of body
IR – Inside body at rear
UF – Under floor of body

Type Transmission
CM – Constant mesh
GH – Helical gear
HG – Hydra-matic
A – Automatic
H – Hydraulic
M – Manual
S – Synchromesh
SU – 4-Speed mechanical gearset for suburban service

Steering Gear Type
C & L – Cam and lever
Tk – Ross twin-level
W & R – Worm and roller

Seat Filler Material
CHF – Cotton & half felt
R – Rubber
S – Spring

Sash Make
A – Adams & Westlake
E – Edwards
V – Visionator
W – Ward

Seat Make
AM – American
Y – Ypsilanti
W – Ward

Heating and Ventilation
B – Bergstrom
E – Evans
F – Frigidar
H – Hans
K – Kysor
Lin – Linter
M – Mack
T – Tropic-Aire

Motor Buses

TRANSMISSION					SPRINGS		STEERING		BODY DETAILS																		
Reduction Ratio			Rear Axle																								
Low	High	Number of Universals	Angle of Pinion Shaft (Deg.)	Total Reduction Ratio in High Gear	Front Length and Width (Inches)	Rear Length and Width (Inches)	Type Steering Gear	Manual Hydraulic Air	Max-Min. Seat Capacity	Min. Head Room Over Aisle (Inches)	Aisle Width at Seat Cushions (Inches)	Body Frame Material	Body Panel Material	Headlining Material	Roof Material	Insulation Material Side Walls	Make Heating and Ventilating System	Total Heater Output – B.t.u. thousands	Make – Air Condition	Make Interior Lightning Fixtures	Make & Type Floor Covering	Make Window Sash	Seat Make	Seat Filler Material	Seat Upholstery Material	Door Control	Exit Door Location	Line
–	–	2	–	5.14	45x2	52x2-1/4	WR	M-A	13-30	74	27	T	T	S	S	FG	B	87500	F	–	ATRB	R	R	CHF	Ko	A	RR	1
–	–	2	–	5.14	45x2	52x2-1/4	WR	M-A	13-30	74	27	T	T	S	S	FG	B	87500	F	–	ATRB	R	R	CHF	Ko	A	RR	2
–	–	2	–	6.2	45x2	52x2-1/2	WR	M-A	13-30	75-1/4	16	T	T	S	S	FG	B	87500	F	–	ATRB	R	R	CHF	Ko	A	RR	3
–	–	2	–	6.2	45x2	52x2-1/2	WR	M-A	13-30	75-1/4	16	T	T	S	S	FG	B	87500	F	–	ATRB	R	R	CHF	Ko	A	RR	4
7.06	1.1	3	–	6.17	44x2	52x2-1/2	RC	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
7.06	1.1	3	–	7.20	44x2	52x2-1/2	RC	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
7.06	1.1	3	–	7.20	44x2	52x2-1/2	RC	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
7.06	1.1	4	–	7.20	50x2-1/2	56x3	RC	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	8
8.09	1	2	3	4.63	Tors	Tors	C & L	M	37	74-1/2	12-1/2	T	AL	P	AL	FG	K	75	No	Lu	RB	E	AM	R	M	MI	RF	9
8.09	1	2	3	4.63	Tors	Tors	C & L	M	41	74-1/2	12-1/2	T	AL	P	AL	FG	K	75	No	Lu	RB	E	AM	R	M	MI	RF	10
6.7	1.0	3	–	1.1	45x2	52-1/2x2-1/2	WR	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11
6.7	1.0	3	–	1.1	45x2	52-1/2x2-1/2	WR	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12
6.7	1.0	3	–	1.1	45x2	52-1/2x2-1/2	WR	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13
7.4	1.2	3	–	1.1	45x2	52-1/2x2-1/2	WR	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14
4.06	1.04	2	3	6.17	54x3	60x3	TL	M	27-31	76-1/2	22	T	AL	M	AL	FG	K	80	–	G	A-AT	A	AM	T	IL	AE	LC	15
4.06	1.04	2	3	6.17	54x3	60x4	TL	M	31-35	76-1/2	22	T	AL	M	AL	FG	K	80	–	G	A-AT	A	AM	T	IL	AE	LC	16
4.06	1.04	2	3	6.17	54x3	60x3	TL	M	35-39	76-1/2	22	T	AL	M	AL	FG	K	80	–	G	A-AT	A	AM	T	IL	AE	LC	17
4.88	1	2	3	4.45	Air	Air	TL	M	33-37	75-1/2	14-1/4	T	AL	R	AL	FG	K	95	T	LU	A	A	N	R	M	M	LC	18
4.88	1	2	3	4.45	Air	Air	TL	M	37-41	75-1/2	14-1/4	T	AL	R	AL	FG	K	120	T	LU	A	A	N	R	M	M	LC	19
5.09	.79	2	4	6.17	TORSILASTIC		C & L	M	37-45	75-1/4	15-1/2	HTS	AL	SA	AL	FG	OWN	110	OWN	OWN	A	E	OWN	R	M	M	RF	20
5.43	1.1	2	1-1/2	6.83	TORSILASTIC		C & L	M	44	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	21
5.43	1.1	2	1-1/2	6.83	TORSILASTIC		C & L	M	44	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	22
5.43	1.1	2	1-1/2	6.83	TORSILASTIC		C & L	M	44	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	23
5.43	1.1	2	1-1/2	6.83	TORSILASTIC		C & L	M	52	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	24
5.43	1.1	2	1-1/2	6.17	TORSILASTIC		C & L	M	52	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	25
5.43	1.1	2	1-1/2	6.17	TORSILASTIC		C & L	M	52	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	26
5.43	1.1	2	1-1/2	6.83	TORSILASTIC		C & L	M	52	79	23	HTS	AL	M & SA	AL	FG	HANS	120	–	LU	RB	A-E	OWN	R	KO	AE	FR	27
4.35	1.00	2	3-3/4	4.62	TORSILASTIC		C & L	M	29-33	76-1/4	16	HTS	S &	SA	AL	FG	K	70	OWN	OWN	A-R	E	OWN	R	M	M	RF	28
4.51	.835	2	3-3/4	4.62	TORSILASTIC		C & L	M	29-33	76-1/4	16	HTS	SEAL	SA	AL	FG	K	70	OWN	OWN	A-R	E	OWN	R	M	M	RF	29
3.82	1.00	2	3-1/2	6.71	52x3	59x3	RB	M	31	76-1/2	20	T	SEAL	M	AL-S	–	OWN	54	–	LU	R	V	Opt	Opt	Opt	A	FR	30
–	1.04	2	7	5.37	Air	Air	RB	M	37	76-3/16	20	AL	AL	D	AL-S	PBF	OWN	90	–	LU	R	V	Opt	Opt	Opt	A	FR	31
–	1.04	2	7	4.90	Air	Air	RB	M	45	76-3/16	20	AL	AL	D	AL-S	PBF	OWN	90	–	LU	R	V	Opt	Opt	Opt	A	FR	32
4.36	1.00	2	7	4.125	Air	Air	RB	M	45	76-3/16	15	AL	AL	D	AL-S	PBF	OWN	101	–	LU	R	E	Opt	Opt	Opt	A	NO	33
–	1.04	2	7	5.35	Air	Air	RB	M	51	76-3/16	26	AL	AL	D	AL-S	PBF	OWN	90	–	LU	R	V	Opt	Opt	Opt	A	FR	34
–	1.04	2	7	5.35	Air	Air	RB	M	51	76-3/16	20	AL	AL	D	AL-S	PBF	OWN	90	–	LU	R	V	Opt	Opt	Opt	A	FR	35
4.36	1.00	2	7	4.125	Air	Air	RB	M	51	76-3/16	15	AL	AL	D	AL-S	PBF	OWN	126	–	LU	R	F	Opt	Opt	Opt	A	NO	36
3.86	1.00	2	7	4.125	Air	Air	C & L	M	41	75-1/2	14-1/4	AL-S	AL	M	AL	FG	OWN	135	OWN	LU	R	F	Opt	Opt	Opt	M	NO	37
4.66	1.08	2	52	4.20	Air	Air	WR	H	41-45	76	15-1/4	T	AL	AV	AL	FG	T	–	T	LU	R	F	N	R	M	M	–	38
5.1	1.29	2	52	6.16	Air	Air	W & P	M	41	76-1/2	23	HTS	AL	AL-M	AL-S	–	OWN	129	T	ES	R-B	Opt	Opt	Opt	Opt	EP	FR	39
5.1	1.29	2	52	6.16	Air	Air	W & P	M	45	76-1/2	23	HTS	AL	AL-M	AL-S	–	OWN	129	T	ES	RB	Opt	Opt	Opt	Opt	EP	FR	40
5.1	1.29	2	52	6.16	Air	Air	W & P	H	49-51	76-1/2	23	HTS	AL	AL-M	AL-S	–	OWN	129	T	ES	RB	Opt	Opt	Opt	Opt	EP	FR	41
5.1	1.29	2	52	6.16	Air	Air	W & P	H	49-51	76-1/2	27	HTS	AL	AL-M	AL-S	–	OWN	129	T	ES	RB	Opt	Opt	Opt	Opt	EP	FR	42
7.53	1	6	180	6.86	46x2-1/2	50-13/16x3	TL	M	60-66	–	–	HTS	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	43
7.09	1	6	180	6.86	46	50-13/16x3	TL	M	60-66	–	–	HTS	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	44
7.6	1	7	1	7.2	56x3-1/2	58x3-1/2	TL	M	61	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	45
6.4	1	2	–	6.8	3x48	3x50	TL	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	46
6.4	1	2	–	6.8	3x48	3x50	TL	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	47
7.6	1	2	–	6.8	3x48	3x50	TL	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	48
7.6	1	2	–	6.8	3x48	3x50	TL	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	49
7.6	1	5	–	6.8	60x3	60x3	TL	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	50
7.6	1	5	–	6.8	60x3	60x3	TL	M	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	51
3.80	1.00	2	–	6.16	62x3-1/2	70x4	C & L	H	33	76	22	HTS	AL	SA	AL	FG	K	120	–	ES	RB	OWN	OWN	OP	KO	A	FR	52
Hydraulic		2	–	6.83	62x3-1/2	70x4	C & L	M	41	78	22	HTS	AL	SA	AL	FG	OWN	–	–	ES	RB	OWN	OWN	OP	KO	A	FR	53
Hydraulic		2	–	6.83	62x3-1/2	70x4	C & L	H	45	77	22	HTS	AL	SA	AL	FG	OWN	–	–	ES	RB	OWN	OWN	OP	KO	A	FR	54
Hydraulic		2	–	6.83	Air Suspension		C & L	H	50	77	22	HTS	AL	SA	AL	FG	OWN	–	–	ES	RB	OWN	OWN	OP	KO	A	FR	55

Type Floor Covering
A – Armstrong linoleum
AT – Armstrong Automat
R – Rubber
RB – Rub-Run

Type Door Control
A – Air
M – Manual
AE – Air electric
EP – Electro-pneumatic

Door Location
FR – Ahead rear axle
LC – Left rear center
RC – Right hand center

Body Panel Material
AL – Aluminum
S – Steel

Heading Material
D – Duolux
For. – Formica
M – Masonite
SA – Sheet Aluminum
Mar – Marlite

Lighting Fixture
CM – Columbus Metal Prod.
G – Guide
ES – Electric Service
Lu – Luminator

Insulating Material
F – Felt
FG – Fiber glass
PBF – Paper stack foil

Seat Upholstery Material
IL – Imitation leather
Ko – Koroseal
L – Leather
M – Mohair

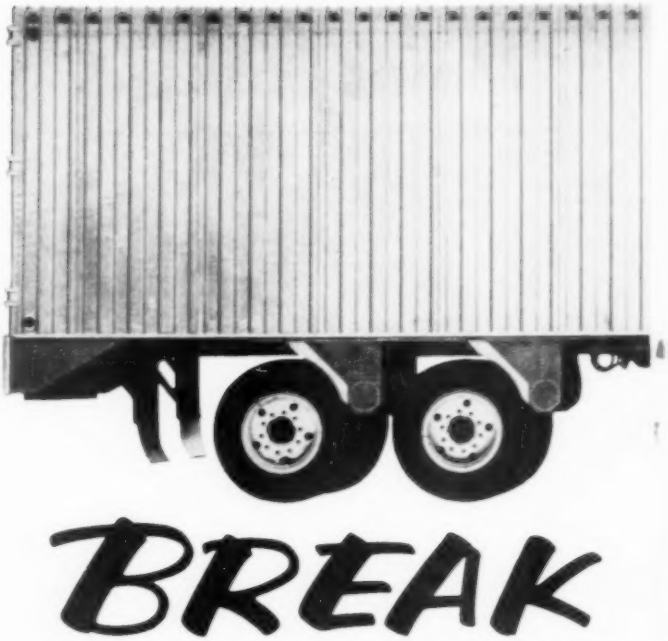
Body Frame Material
Al – Aluminum
HTS – High tensile steel
S – Steel

Notes: "RB" indicates Chassis Suitable for School Bus Use

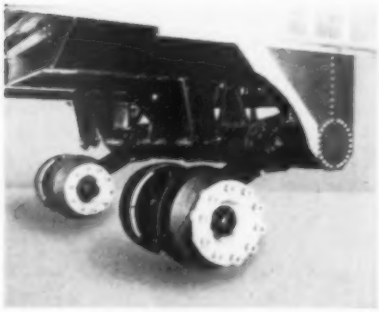
*1 Bumper to rear of frame

*2 To outside of front tire

GRUMMAN AIRCRAFT BREAKS PROFIT BARRIERS WITH NEWEST TRAILER DESIGN IN 30 YEARS

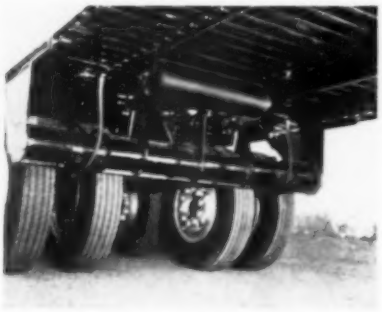


EXCLUSIVE NEW TORSILASTIC* SUSPENSION SYSTEM *Goodrich®



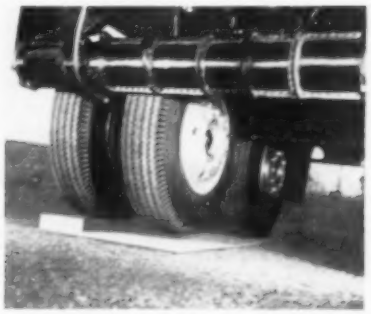
AEROBILT BREAKS ROAD SHOCK BARRIER

with new Torsilastic Suspension and Grumman Trailing Arm links, proved by 10 years of road tests. It's the newest and most efficient suspension system ever produced for the transportation industry. Gives passenger-car ride.



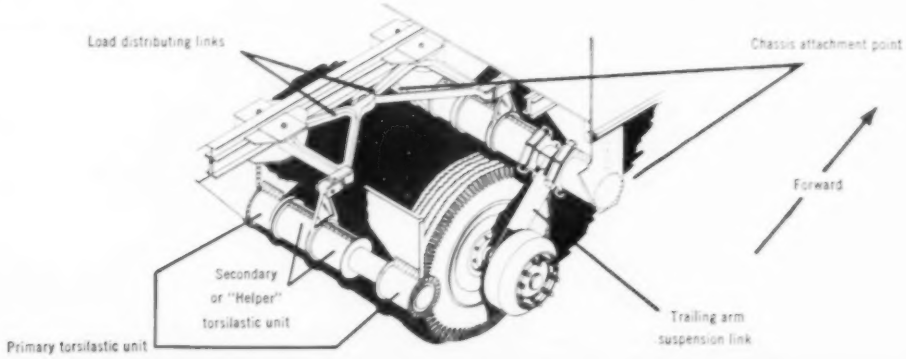
AEROBILT BREAKS THROUGH TIRE COST BARRIER

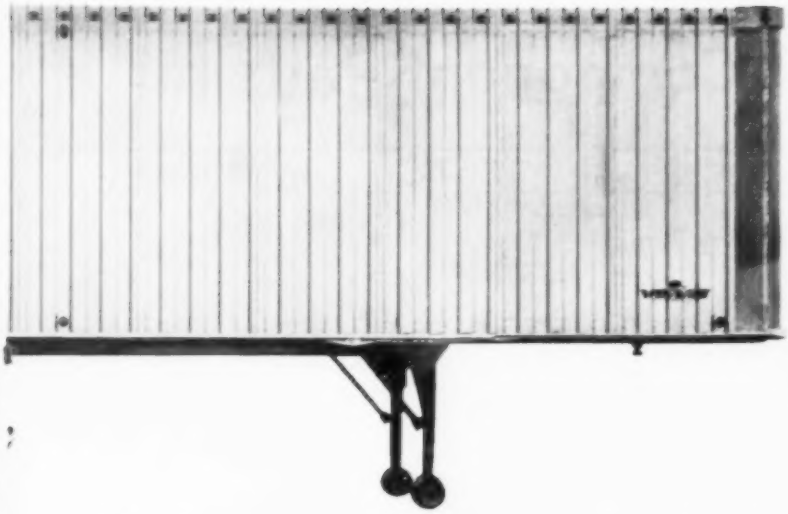
with the first tandem employing eight independent wheels and brakes. Each wheel rolls free. 10 years of road tests prove Aerobilt Suspensions deliver over double tire mileage expected with conventional suspensions.

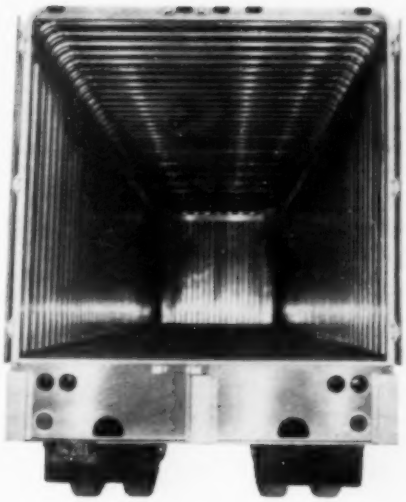


AEROBILT BREAKS THROUGH SAFETY BARRIER

with more braking area, best heat dissipation, and separate brake for each wheel. Greater road stability from over 61" spring mounting centers. Mounts are 40% wider than in conventional tandems.







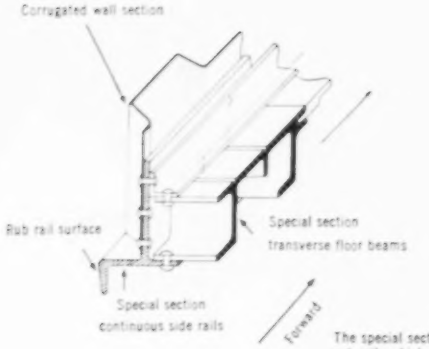
THROUGH

AEROBILT BREAKS THROUGH WEIGHT BARRIER

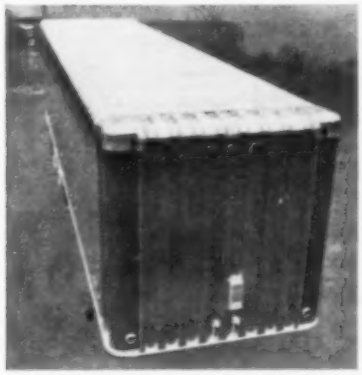
with the highest useful body cube per pound of trailer weight—with the roof, walls and floor providing a rugged structure—truly aircraft-type monocoque construction—lightest weight without sacrifice of strength or durability.

DESIGNED BY GRUMMAN AIRCRAFT

Grumman has 28 years experience in designing and building 24,000 fast, tough aircraft. The most modern jet-age knowledge and methods were used in the engineering development of the Aerobilt Trailer.

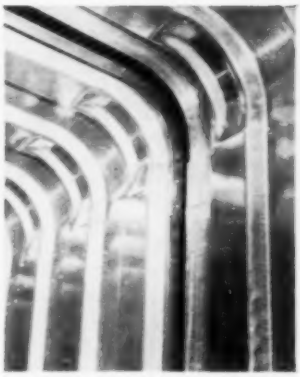


The special section rub rails which run the full length of the trailer provide the connection between the side panels and floor planks



AEROBILT BREAKS THROUGH FREIGHT CLAIM BARRIER

with a body as waterproof as Grumman amphibians and boats and a shock-free ride that protects the cargo from damage.



AEROBILT BREAKS THROUGH MAINTENANCE BARRIER

with flange-fastened and sealed side and roof panels engineered to take it indefinitely. Brakes, tires last longer.

BREAKTHROUGH TO HIGHER PROFITS WITH AEROBILT TRAILERS

Grumman AEROBILT

AEROBILT BODIES, INC. ATHENS, NEW YORK
SUBSIDIARY OF GRUMMAN AIRCRAFT ENGINEERING CORPORATION
BETHPAGE, LONG ISLAND, NEW YORK

Component Parts for

	TRADE NAME	MODEL NO.	POWER PLANT										RADIATOR			ELECTRICAL EQUIPMENT										
			Engine						Fuel System															Battery		
			Make	Model No.	Type – Diesel – Gas – LP	Make Fuel Pump	Make Air Cleaner	Make Oil Filter	Make Carburetor or Fuel Injector	Model No.	Single or Multiple Injection System	Governor - Hyd. or Mechanic	Make Radiator	Make of Shutter	Make Shutter Control	Make Ignition	Make Starter	Make Generator	A C or D C System	Make Voltage Regulator	Generator Capacity – Watts	Spark Plug Make	Size of Spark Plug, mm	Make	Capacity Amp. Hr., each	Number of Batteries
1	Coachette	ACS-BIC	Ford	1958	G-LP	F	F	P	H-E	–	–	M	F	–	F	F	F	F	AC	F	40A	Ch	14	A	70	1
2	Coachette	DCS-IC	Chev	1958	G-LP	AC	AC	AC	C-E	–	–	M	C	–	D	C	C	C	AC	C	–	AC	14	D	70	1
3	Chevrolet (SB)	4502	Own	J	Gas	AC	AC	AC	R	–	–	M	H	–	–	D	D	D	DC	D	375	AC	14	D	72	1
4	Chevrolet (SB)	67028 & 6802	Own	L	Gas	AC	AC	AC	R	–	–	M	H	–	–	D	D	D	DC	D	375	AC	14	D	72	1
5	Chevrolet (SB)	8802	Own	S	Gas	AC	AC	AC	R	–	–	M	H	–	–	D	D	D	DC	D	375	AC	14	D	72	1
6	Chevrolet (SB)	10802	Own	CS2	Gas	AC	AC	AC	R	–	–	M	H	–	–	D	D	D	DC	D	375	AC	14	D	72	1
7	Crown	A-590-10	HS	590 BH-1	LP	–	V	W	D	LP	–	H	S	CF	DL	D	D	L	DC	A	750	C	14	SC	190	1
8	Crown	AD-743-11	Cum	NHHT 600	D	Com	V	N	Cum	PT	M	M	S	CF	DL	D	D	L	DC	A	1450	C	–	SC	190	1
9	Dodge	K6-5400	Own	TS-542	G	C	U	P	B	E7-T2	–	V	–	–	–	A	A	A	–	A	450	A	14	A	60	1
10	Dodge	K8-5400	Own	VTS-542	G	C	U	P	D	–	–	V	–	–	–	A	A	A	–	A	450	A	14	A	60	1
11	Dodge	K6-5600	Own	TS-546	G	C	U	P	B	E6-Y1	–	V	–	–	–	A	A	A	–	A	450	A	14	A	60	1
12	Dodge	K8-5700	Own	VTS-	G	C	U	P	C	BBD	–	V	–	–	–	A	A	A	–	A	450	A	14	A	70	1
13	Fitzjohn City Liner	FTG	Her.	JXLD	Gas	SW	V	M	Z	2&-ADA-10	–	V	P	Ky	TA	D	D	D	DC	D	55	A	7.8**	D	150	1
14	Fitzjohn City Liner	FTG	Her.	WXLD	Gas	SW	V	M	Z	2S-W-14	–	V	P	Ky	TA	D	D	L	AC	L	60	A	14	D	155	1
15	Fitzjohn City Liner	FTD	Cum.	JBS.600	Die	Cum	Don	Cum	Cum	PT	S	M	P	Ky	TA	–	D	L	AC	L	100	–	–	D	150	2
16	Fitzjohn Road Runner	FID	Cum.	JT-6-B	Die	Cum	Don	Cum	Cum	PT	S	M	P	Ky	TA	–	D	L	AC	L	100	–	–	D	150	2
17	Fitzjohn Road Runner	FIG	Wau	140 GKB	Gas	SW	V	M	Z	2S-W 14	–	M	P	Ky	TA	D	D	L	AC	L	100	A	7.8**	D	150	1
18	Flxible	228FI	FA	FTC200	G	AP	Don	W	H	885 FFG	–	M	M	Ky	Ky	D	D	D	DC	D	1120	CH	14	W	160	1
19	Flxible	218WAI	White	390	G	E	Don	Wite	H	–	–	M	H	Ky	Ky	D	D	D	DC	D	1200	CH	14	W	160	1
20	Flxible	218GMI	GM-D	471	D	GM-D	Don	AC	GM	–	–	M	H	Ky	Ky	–	D	D	DC	D	1200	–	–	D	160	1
21	Flxible Twin	FT35	FA	FTC200	G	C	Don	W	H	885 FFG	–	M	C	Ky	Ky	D	D	L	DC	L	1500	CH	14	E	160	1
22	Flxible Twin	FTP35	FA	FTC200	LP	C	Don	W	A-E	–	–	M	C	Ky	Ky	D	D	L	DC	L	1500	CH	14	E	160	1
23	Flxible Twin	FTD35	FA	FLDH600	D	R	Don	P	R	–	–	M	P-G	Ky	Ky	–	L	L	DC	L	1500	–	–	F	160	2
24	Flxible Twin	FT40	FA	FTC200	G	C	Don	W	H	885 FFG	–	M	P-G	Ky	Ky	D	D	L	DC	L	1500	CH	14	E	160	1
25	Flxible Twin	FT40D	FA	FLDH600	D	R	Don	P	R	–	–	M	P-G	Ky	Ky	–	L	L	DC	L	1500	–	–	E	160	2
26	Flxible Twin	FT2D40	FA	FLDH600	D	R	Don	P	R	–	–	M	P-G	Ky	Ky	–	L	L	DC	L	1500	–	–	E	160	2
27	Flxible Twin	FT2P40	FA	FTC200	LP	C	Don	W	A-E	–	–	M	P-G	Ky	Ky	D	D	L	DC	L	1500	CH	14	E	160	1
28	GM Coach	TGH3102	GM	270	G	AC	AC	AC	Z	223 AV12	–	M	H	None	–	D	D	D	DC	D	835	AC	14	D	150	1
29	GM Coach	TDH-3714	GM-D	4-71	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	1800	–	–	E	175	2
30	GM Coach	TDH-4512	GM-D	6-71E	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	1800	–	–	E	175	2
31	GM Coach	TDM-4515	GM-D	6-71	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	1800	–	–	E	175	2
32	GM Coach	TDH-5105	GM-D	6-71E	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	1800	–	–	E	175	2
33	GM Coach	TDH-5106	GM-D	6-71E	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	1800	–	–	E	175	2
34	GM Coach	TDM-5108	GM-D	6-71	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	1800	–	–	E	175	2
35	GM Coach	PD 4104	GM-D	6-71	D	GM	AC	GM-D AC	Own	–	S	M	L	Ky	Ky	–	D	D	DC	D	2400	–	–	D	205	2
36	Mack	9700	Own	ENDT673	D	B	D	WGB	B	BB	M	M	M	Ky	Ky	–	D	L	AC	L	1500	–	–	D	160	2
37	Mack	C41	Own**	END673	D	B	AM	WGB	B	BB	M	M	M	Ky	Ky	–	D	D	DC	D	1500	–	–	E	168	2
38	Mack	C47	Own**	END673	D	B	AM	WCB	B	BB	M	M	M	Ky	Ky	–	D	D	DC	D	1500	–	–	E	168	2
39	Mack	C49	Own**	END673	D	B	AM	WCB	B	BB	M	M	M	Ky	Ky	–	D	D	DC	D	1500	–	–	E	168	2
40	Mack	C49W	Own**	END673	D	B	AM	WGB	B	BB	M	M	M	Ky	Ky	–	D	D	DC	D	1500	–	–	E	168	2
41	Mack	B30B	Own	EN331	G	–	P	–	Z	28ADA	–	M	M	–	–	D	D	D	DC	D	330	CH	14	A-E	45	1
42	Mack	B34B	Own	EN401	G	–	P	–	Z	28ADA	–	M	M	–	–	D	D	D	DC	D	330	CH	14	A-E	45	1
43	Marmon-Herrington (SB)	4-5-6SC	Ford	ECT-2V	G	C	Don	F	H	–	–	M	Y	Ky	T	AC	Ford	D	DC	D	600	CH	18	A	160	1
44	Reo	F-120-L-G-H	Own	2550A	G	AC	F	C	C	BR-Z	S	M	Y	–	–	D	D	D	DC	D	450	CH	14	W	70	1
45	Reo	F-122H	Own	2920A	G	AC	F	F	Z	28ADA 10	M	M	Y	–	–	D	D	D	DC	D	450	CH	14	W	70	1
46	Reo	F-122J	Own	2920A	G	AC	F	F	Z	18ADA 10	M	M	Y	–	–	D	D	D	DC	D	450	CH	14	W	70	1
47	Reo	A-375, A-475	Own	3310A	G	AC	F	F	Z	28ADA 10	M	M	Y	–	–	D	D	D	DC	D	450	CH	14	W	70	1
48	Southern	R-37 M	Int.	RD-450	Gas	AP	Don	W	H	R-966A	–	M	G	Own	Ky	D	OP	OP	OP	OP	OP	CH	14	OP	OP	1
49	Southern	S-42 HF	Fa.	FTC-180	Gas	AP	Don	W	H	885 FFG	–	M	G	Own	Ky	D	OP	OP	OP	OP	OP	CH	14	OP	OP	1
50	Southern	S-45-DHC	Cum.	NHHB 600	D	Cum	Don	Cum	Cum	PT	S	M	G	Own	Ky	–	OP	OP	OP	OP	OP	–	–	OP	OP	2
51	Southern	S-50-DHC	Cum.	NHHB 600	D	Cum	Don	Cum	Cum	PT	S	M	G	Own	Ky	–	OP	OP	OP	OP	OP	–	–	OP	OP	2

KEY TO ABBREVIATIONS

Engine
Con – Continental
Cum – Cummins
Fa – Fageol
GM-D – General Motors Diesel
HS – Hall-Scott
Her – Hercules
Int – International Harvester
WAU – Waukesha

Air Cleaner
AC – A. C. Spark-Plug
AM – Air Maze
Don – Donaldson
P – Purolator
U – United
V – Vortox

Oil Filter
F – Fram
L – Luber Finer
Le – Leyland
M – Michiana
N – Nugent
W – Winslow
P – Purolator

Oil Cooler
F – Fageol
H – Harrington
HA – Harrison
R – Ross

Carburetor or Fuel Injector
A – Algas
B – Ball & Ball
C – Century
E – Ensign
H – Holly
R – Rochester
ST – Stromberg
Z – Zenith

Fuel Feed Make
AC – A. C. Spark-Plug
AP – Autopulse
B – Bosch
C – Carter
E – Eclipse
R – Roosa
SW – Stewart-Warner

Radiator
G – General
H – Harrison
J – Jamestown
L – Long
M – Modine
Mc – McCord
P – Petex
S – State

Shutter
Cad – Cadillac
CKF – Crown Control Fan
Ky – Kysor

Battery Make
A – Auto Lite
B – Bowers
D – Delco
E – Exide
SC – Super Coach
W – Willard

Electrical Equipment
D – Delco-Remy
L – Leece Neville
M – Mallory

Governor
V – Velocity

Type Shutter Control
CF – Controlled Fan
DL – Detroit Lubricator
K – Kysor
TA – Thermostat-Air
T – Thermostat

Spark Plug
A – Autolite
AC – A. C. Spark-Plug Co.
Ch – Champion Spark Plug Co.

Motor Buses

TRANSMISSION								RUNNING GEAR												TRADE NAME	
Torque Conv'tr		Clutch		Gearset		Universals		Axles, Front		Axles, Rear		Steering Gear		Foot Brakes	Hand Brakes						
Make	Model	Make	Model No.	Make	Model No.	Make	Model No.	Make	Model No.	Make	Model No.	Make	Model No.	Make & Actuation – Air – Vac. – Hyd.	Location	Type	Springs – Make & Type – Leaf Torsion Bar – Air	Wheels – Make		Line
–	–	F	1958	W	–	S	–	F	1958	T	B100	F	1958	Vac	T	B & Dr	F-Leaf	F	Coachette	1
–	–	C	1958	–	–	–	–	C	1958	T	–	S	1958	Vac	T	B & Dr	C-Leaf	M	Coachette	2
–	–	O	–	O	HD	S	1410	O	1-1/2 Ton	O	1-1/2 Ton	S	549-D-55	O-Hyd	DS	DR	O-Leaf	B	Chevrolet	3
–	–	BB	1459	O	HD	S	1410	O	HD	O	HD	S	549-D-55	O-Hyd	DS	DR	O-Leaf	B	Chevrolet	4
–	–	BB	1459	O	HD	S	1410	E	485-F	O	HD	S	549-D-57	O-Hyd	DS	DR	O-Leaf	B	Chevrolet	5
–	–	BB	13E	NP	540-C	S	1410	E	485-F	O	HD	S	549-D-57	O-Hyd	DS	B	O-Leaf	B	Chevrolet	6
–	–	L	15-1/2	F	SC-65	S	1700	T	FE-900	T	Q110P	R	TE-72149	BW	T	D	Tor	B	Crown	7
–	–	L	17	F	SC-72	S	1700	T	FE-900	T	R-110P	R	TE-72020	BW	T	D	Ca-L	B	Crown	8
–	–	BB	12559	NP	420	CSP	R55	O	TS-542	O	TS-542	G	40-335	O-H	T	Dr-Ex	D-L	B	Dodge	9
–	–	BB	12559	NP	420	CSP	R55	O	VTS-542	O	VTS-542	G	40-335	O-H	T	Dr-Ex	D-L	B	Dodge	10
–	–	BB	12559	NP	420	CSP	R55	T	32550	E	1614	G	40-335	O-H	T	Dr-Ex	D-L	B	Dodge	11
–	–	BB	11307	NP	540	S	1480	T	32550	T	H-141	G	50-375	O-H	T	Dr-Ex	D-L	B	Dodge	12
–	–	BB	13	C	271-T	S	1600	T	FD-900	T	56434-W	R	TA-66	BW-A	T	Ext	T-Leaf	B	Fitzjohn	13
–	–	L	14	C	271-T	S	1600	T	FD-900	T	56434-W	R	TA-66	BW-A	T	Ext	T-Leaf	B	Fitzjohn	14
–	–	L	14"	C	271-T	S	1600	T	FD-900	T	56434-W	R	TA-66	BW-A	T	Ext	T-Leaf	B	Fitzjohn	15
–	–	LR	15"	C	330-F	S	1600	T	FE-900	T	L110-PA	R	TA-71	BW-A	T	Ext	Air	B	Fitzjohn	16
–	–	LR	15"	C	330-F	S	1600	T	FE-900	T	L110-PA	R	TA-71	BW-A	T	Ext	Air	B	Fitzjohn	17
–	–	L	15-1/2	S	4853B	S	1600	Own	Ind. Susp.	T	L-110	R	TE-71	BW-A	DS	D	Tors	A	Flxible	18
–	–	L	15-1/2	C	332F	S	1600	Own	Ind. Susp.	T	H143	R	TA-67	BW-A	DS	D	Tors	B	Flxible	19
–	–	L	15-1/2	S	4853B	S	1500	Own	Ind. Susp.	T	H143	R	TA-67	BW-A	DS	D	Tors	B	Flxible	20
S	916	–	–	–	–	S	1600	T	2664	T	Q-110	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	21
S	916	–	–	–	–	S	1600	T	2664	T	Q-110	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	22
S	916	–	–	–	–	S	1600	T	2664	T	R-110	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	23
S	916	–	–	–	–	S	1600	T	2664	T	R-110	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	24
S	916	–	–	–	–	S	1600	T	2664	T	Q-110-P	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	25
S	916	–	–	–	–	S	1600	T	2665	T	R-113	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	26
S	916	–	–	–	–	S	1600	T	2665	T	R-113	R	TE-71	BW-A	T	Dr	Tors	B	Flxible Twin	27
–	GM HYDRAMATIC					S	1400	C	13010K	C	130017	S	5490025	A	AD	D	D Leaf	M	GM Coach	28
Own	V	–	–	Own	–	S	1600	T	16800	T	57620	S	566-D-16	A	D	I	Own Air	M	GM Coach	29
Own	V	–	–	Own	–	S	1700	T	16920	T	58820	S	566-D-16	A	D	I	Own Air	M	GM Coach	30
Own	V	–	–	Own																
–	–	L	17"SP	S	7141	S	1700	T	16920	T	58600	S	566-D-16	A	D	I	Own Air	M	GM Coach	31
Own	V	–	–	Own	–	S	1700	T	16931	T	59721	S	566-D-16	A	D	I	Own Air	M	GM Coach	32
Own	V	–	–	Own	–	S	1700	T	16930	T	59720	S	566-D-16	A	D	I	Own Air	M	GM Coach	33
–	–	L	17"SP	S	7141	S	1700	T	16930	T	59610	S	566-D-16	A	D	I	Own Air	M	GM Coach	34
–	–	L	17"SP	S	7141	S	1700	T	16910	T	59600	R	TE-71	A	T	Ext	Own Air	B	GM Coach	35
–	–	L	17	O	TR-91	S	1700	O	FA-616	O	RAS-402	G	500	BW	D	Dr	Air	B	Mack	36
S	TRH58	S	CLS31	–	–	S	1700	O	FALS26	O	RA-402	G	500	BW	D	Dr	Air	B	Mack	37
S	TRH58	S	CLS31	–	–	S	1700	O	FALS26	O	RA-402	G	500	BW	D	Dr	Air	B	Mack	38
S	TRH58	S	CLS31	–	–	S	1700	O	FA-615	O	RA-402	G	500	BW	D	Dr	Air	B	Mack	39
S	TRH58	S	CLS31	–	–	S	1700	O	FA-616	O	RA-405	G	500	BW	D		Air	B	Mack	40
–	–	R	14TT	F	TR-73	S	1500	O	FA-301	O	RAS-301	R	TA-61	HV	R	Dr	L	D	Mack	41
–	–	R	14TT	O	TR-771	S	1500	O	FA-301	O	RAS-301	R	TA-61	HV	R	Dr	L	D	Mack	42
–	–	L	12	C	265-V	S	1500	T	FD-900	T	FD-900	R	TA-70	BW-A	T	Ext	B-L	B	Marmon-Herrington (SB)	43
–	–	BB	11A6	W	T-98A	S	1500	T	32500	T	E-100	R	TA-26	Hyd	T	Dr	S-P-16	D	Reo	44
–	–	L	12CF	C	205-V	S	1500	T	32500	T	H-140	R	TA-26	Hyd	T	Dr	S-P-16	D	Reo	45
–	–	L	12CF	C	205-V	S	1500	T	32500	T	H-140	R	TA-26	Hyd	T	Dr	S-P-16	D	Reo	46
–	–	L	12CF	C	205-V	S	1500	T	FE-900	T	H-140	R	TE-71	Hyd	T	Dr	SS-E-10	D	Reo	47
S	916	S	14 SP	S	5331	S	1500	T	FD-900	T	L-110	R	TA-71	BW-A	T	Dr or D	Ma L	B	Southern	48
S	916	S	14 SP	S	916		1600	T	FE-900-P	T	Q-110-P	R	TA-71	BW-A	T	Dr	Ma L	B	Southern	49
S	918	S	16 SP	S	918	S	1700	T	2662-W	T	R-110-W	R	TA-71	BW-A	T	Dr	Ma L	B	Southern	50
S	918	S	16 SP	S	918	S	1700	T	2661-W	T	R-110-W	R	TA-71	BW-A	T	Dr	Gen A	B	Southern	51

Clutch Make
BB – Borg & Beck
O – Own
L – Long
R – Rockford
S – Spicer
LR – Lipe Rollway

Gearset Make
BL – Brown-Lipe
C – Clark
F – Fuller
NP – New Process
O – Own
S – Spicer
W – Warner

Steering Gear
G – Gemmer
R – Ross
S – Saginaw

Brake Make
BW – Bendix-Westinghouse

Hand Brake Location
AD – Angle Drive
D – Differential
DS – Drive Shaft
T – Transmission

Hand Brake Type
B – Band
D – Disk
Dr – Drum
Ext – External band
I – Internal expanding

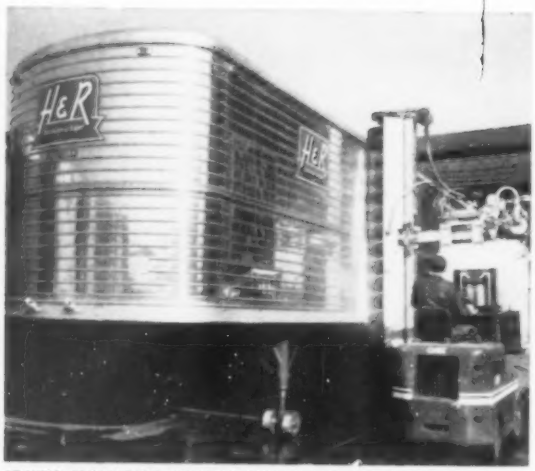
Wheel
A – Alcoa
B – Budd
D – Dayton
M – Motor Wheel

Axle
C – Clark
E – Eaton
O – Own
T – Timken

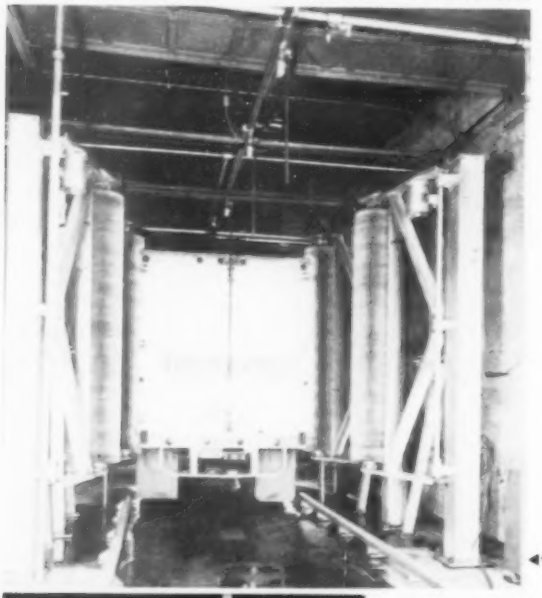
Universal
S – Spicer

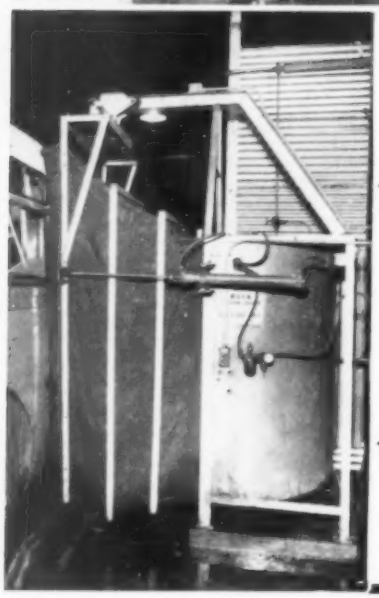
Spring
B – Burton
CSP – Sieve Stl Prods
Ca – Cambria
C – Cincinnati
D – Detroit Steel Products
Ma – Mather
Mn – Marmont
R – Rowland
SP – Spring Perch
T – Tuthill
Tor – Torsilastic
U.S. – U.S. Spring

Notes: – "S" indicates chassis suitable for school bus use
* – Gasoline engines available
** – Turbo-charged diesel or LP-Gas engines-optional



IT WILL CLEAN FOUR SIDES OF BUS OR TRAILER IN 5 TO 7 MINUTES





TRAILER OR BUS SIDES CAN BE WASHED IN APPROXIMATELY 2 MINUTES

3½ MINUTES DOES THE INTERIOR CLEANING JOB

AUTOMATE *YOUR WASHING AND CLEANING WORK—WITH* ROSS AND WHITE EQUIPMENT

(Factual Proof from a comprehensive survey by FLEET OWNER)

"What's the best washing method for your fleet and your shop layout?

Compared with an earlier survey of truck operators only, conducted three years ago, there seems to have been a definite decrease in the time required for washing trucks—from 54 minutes to 39 minutes. The time for tractors and trailers showed only a slight reduction.

Any bus operator who believes in keeping buses clean should take a good look at the time figures for bus companies. You can wash buses four times as fast with an automatic revolving brush type unit as with the old-fashioned hose and hand brush method. And you can cut the hand time in half using an overhead spray jet washer.

The average of 40 intercity companies using the hose and hand brush method was 38.9 man-minutes per vehicle; 57 transit companies timed it at 27.2 man-minutes. Automatic brush washers cut these times down to 7.8 and 9.2 man-minutes.

If you're in the transit business and it takes more than 3½ man-minutes to clean the bus interior then your methods aren't up to the fast par set by 21 transit companies responding to FLEET OWNER's survey. For these fleets, 3.4 man-minutes was all it took. How'd they do it? They all report they're using the Buck Cyclone Cleaner.

Broom and mop time for cleaning interiors averages 19 man-minutes for 131 operating companies reporting while the average time for 21 bus companies using conventional vacuum cleaners is 46.2 man-minutes."

MANUFACTURED EXCLUSIVELY BY

ROSS AND WHITE COMPANY

CHICAGO DAILY NEWS BUILDING, CHICAGO 6, ILLINOIS

Represented exclusively in Canada by Railway & Power Engineering Corp.

N·A·P·A

"Parade of Parts"

Brings to Fleet Operators The Finest and Most Comprehensive Group of Nationally Advertised Parts and Supplies Ever Available from One Friendly, Cooperative Source—

THE N·A·P·A JOBBER

N·A·P·A
National Automotive Parts Association
Assurance of Quality

● The Nationally advertised parts and supplies which bear the N·A·P·A Seal are all produced by leading manufacturers in their fields. They are recognized by automotive engineers as meeting the highest standards of quality. Many of them, as you will note when you visit *your* N·A·P·A Jobber, are used as original equipment on the vehicles you operate.

As part of the nation's largest independent parts organization, with 45 strategically located warehouses, your N·A·P·A Jobber has the advantage of complete master stocks, of all of these lines, within overnight shipping distance or less. There is no waiting for shipment from distant factories. There is *only one place* you have to go, or call, to get what you need—your N·A·P·A Jobber.

Next month, your N·A·P·A Jobber is joining with thousands of others in the nation-wide "Parade of Parts" to spotlight the service and supply advantages which you can receive only through your N·A·P·A Jobber backed by this organized system of warehouse distribution.

Visit your N·A·P·A Jobber during the "Parade of Parts." Learn first-hand about the products and service he has to offer you. It is a service which will save you time, and needless expense—and give you complete assurance of quality—when you concentrate your buying with him.

Your N·A·P·A Jobber is a Good Man to KNOW!

National Automotive Parts Association, Detroit, in behalf of the thousands of independent

N·A·P·A JOBBERS

who supply the automotive repair trade from coast-to-coast with nationally advertised brands of quality automotive parts and supplies.

Engine Specifications for

Line	TRADE NAME	MODEL NO.	HORSEPOWER DATA				CYLINDERS						VALVES								
																		Tappet Clearance Cold		Material	
			Max. G.H.P. at Governed Speed	Governed R.P.M.	Max. Torque Lb. Ft.	R.P.M. at Max. Torque	No. Cylinders	Bore (Inches)	Stroke (Inches)	Piston Displacement (Cu. In.)	Standard Compression Ratio	Are Other Compression Ratios Available	Lower Crankcase Material	L or Overhead	Inserted Seat Facing Material	How are Inserts Secured in Block	Lift (Inches)	Intake	Exhaust	Intake	Exhaust
	GASOLINE & L.P. GAS ENGINES																				
1	Chevrolet	4502-4C58	145	4200	210	2000	6	3.56	3.93	235	8.25:1	No	CIA	I	None	–	Inlet – .400 Exh. – .4141	X	X	SA	SA
2	Chevrolet	6702-6D58	150	4000	235	2000	6	3.75	3.93	261	8.0:1	No	CIA	I	None	–	Inlet – .400 Exh. – .4141	X	X	SA	SA
3	Chevrolet	10802-10F58	192	3700	310	2200	8	4.00	3.20	322	7.7:1	No	CIA	I	None	–	Inlet – .3770 Exh. – .3770	Zero	Zero	SA	SA
4	Continental	R6602	230	2800	480	1200	6	4-7/8	5-3/8	602	6.0	Yes	PS	O	St	S	.500	.018	.030	Stl	SF
5	Continental	V8603	260	3200	510	2000	8	4-3/4	4-1/4	603	7.0	Yes	PS	O	AS	S	In.512.Ex.585	.020	.028	Stl	SF
6	Continental	S6820	300	2800	655	1600	6	5-5/8	5-1/2	820	6.4	Yes	PS	O	St	S	.562	.020	.024	Stl	SF
7	Continental	T6427	170	3000	350	1300	6	4-5/16	4-7/8	427	6.4	Yes	PS	O	Stl	S	.4460	.018	.022	Stl	SF
8	Dodge	K6-S400	121	3300	216	1600	6	3.437	4.5	251	7.1	No	CI	L	None	–	.379	.010**	.014**	Stl	Stl
9	Dodge	K8-S400	187	3900	284	2400	8	3.63	3.8	315	7.6	No	CI	OH	None	–	.259	Zero**	Zero**	S	S
10	Dodge	K8-S700	212	3900	316	2500	8	3.94	3.63	354	7.25	No	CI	OH	CIA	P	.259	Zero**	Zero**	Stl	Stl-Stl
11	Fageol-Gasoline	F.T.C. 180	180	2800	3600	1600	6	4-1/4	4-3/4	404	7.50	Yes	AL	O	SH	S	.388	.015	.018	Stl	A.-SH
12	Fageol-Gasoline	F.T.C. 200	200	2800	400	1600	6	4-3/8	5	451	7.29	Yes	AL	O	Stl	S	.388	.015	.018	Stl	A-Stl.
13	Fageol-Gasoline	F.T.C. 210	210	2800	480	1600	6	4-1/2	5	477	7.09	Yes	AL	O	Stl	S	.388	.015	.018	Stl	A-Stl
14	Fageol-Propane	F.T.C. 180	180	2800	360	1600	6	4-1/4	4-3/4	404	9.60	Yes	AL	O	Stl	S	.388	.015	.018	Stl	A-Stl
15	Fageol-Propane	F.T.C. 200	200	2800	400	1600	6	4-3/8	5	451	9.50	Yes	AL	O	Stl	S	.388	.015	.018	Stl	A-Stl
16	Fageol-Propane	F.T.C. 210	210	2800	480	1600	6	4-1/2	5	477	9.00	Yes	AL	O	Stl	S	.388	.015	.018	Stl	A-Stl
17	Fageol-Gasoline	44 Industrial	26.5	5400	33	3600	4	2-1/2	2-1/4	44	7.80		AL	O	Stl	S	.244	.009	.009	CWS	CWS
18	Ford	ECT-2V	192	3400	320	2200	8	3.80	3.66	332	7.5	No	S	O	TS	P	.348-.374	.007	.023	S	SA
19	Ford	ECT-4V	202	3400	330	2200	8	3.80	3.66	332	7.5	No	S	O	TS	P	.348-.374	.007	.023	S	SA
20	GMT&C	270	124	3200	232	1000-2000	6	3-25/32	4	2695	7.75	No	PS	I			.395	.012**	.020**	CN	Stl
21	Hercules	QXLD	52	3200	190	1400	6	3-7/16	4-1/4	236.7	6.5	Yes	PS	L	No	X	.311	.008	.010	2112	2112
22	Hercules	JXD	113	3000	240	1200	6	4	4-1/4	320	6.5	Yes	PS	L	No	X	.356	.008	.010	3140	2112
23	Hercules	JXLD	131	3200	272	1400	6	4-1/2	4-1/2	339	6.9	Yes	PS	L	No	X	.356	.010	.010	2112	2112
24	Hercules	WXLC3	139	2600	312	1300	6	4-1/4	4-3/4	404	6.6	Yes	PS	L	No	X	.388	.012	.016	2112	2112
25	Hercules	RXC	143	2400	372	1100	6	4-5/8	5-1/4	529	6.5	Yes	PS	L	No	X	.388	.018	.016	3140	2112
26	Hercules	RXLDH	181	2600	443	1400	6	4-3/4	5-1/4	558	6.5	Yes	AL	L	No	X	.442	.010	.016	B645	2112
27	Hercules	HXD	202	2000	645	900	6	5-1/2	6	855	5.75	Yes	PS	L	No	X	.469	.010	.016	3140	2112
28	Mack	EM510A	175	2400	415	1400	6	4-7/16	5-1/2	510	9.48	Yes	CIA	O	PN	S	.471	.015	.025	CN	CN & NCM
29	Reo	2550A	107	3400	189	1100	6	3-5/8	4-1/8	255	6.7	Yes	CIA	O	SA	S	.420	.015	.015	Stl	2112
30	Reo	2920A	124	3300	224	1400	6	3-7/8	4-1/8	292	6.55	Yes	CIA	O	Stl	S	.420	.015	.015	Stl	So
31	Reo	3310A	140	3200	264	1600	6	4-1/8	4-1/8	331	6.4	Yes	CIA	O	Stl	S	.420	.015	.015	Stl	So
32	Reo	OM170	170	3400	297	1600	6	4-1/8	4-1/8	331	7.5	Yes	CIA	O	SH	S	.469	.015	.015	Stl	SA
	DIESEL ENGINES																				
33	Continental	TD6427	116	2400	307	1200	6	4-5/16	4-7/8	427	14.5	Yes	PS	O	TS	S	.438	.018	.022	Stl	SA
34	Continental	RD6572	172	2400	428	1300	6	4-3/4	4-3/8	572	14.5	Yes	PS	O	SF	S	.547	.020	.024	SA	SA
35	Continental	VD8603	182	2600	469	1300	8	4-3/4	4-1/4	603	15.8	Yes	PS	O	SF	S	.5667	.022	.024	CN	Stl
36	Continental	SD6802	225	2700	620	1300	6	5-9/16	5-1/2	802	14.7	Yes	PS	O	SF	S	.561	.020	.024	CN	SA
37	Cummins	JN-6-B	125	2500	290	1800	6	4-1/8	5	401	15.8	No	CIA	O	Stl	S	–	–	–	SA	Stl
38	Cummins	JBS-600	150	2500	352	1650	6	4-1/8	5	401	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
39	Cummins	JNS-600	165	2500	394	1650	6	4-1/8	5	401	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
40	Cummins	JT-6-B	175	2500	407	1700	6	4-1/8	5	401	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
41	Cummins	HRB-600	165	1800	518	1300	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
42	Cummins	HRFB-600	180	2000	550	1350	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
43	Cummins	NHB-600	200	2100	706	1300	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
44	Cummins	NHHB-600	200	2100	706	1300	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
45	Cummins	NT-6-B	250	2100	695	1500	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
46	Cummins	NHHT-6-B	250	2100	695	1500	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
47	Cummins	NRTO-6-B	335	2100	895	1500	6	5-1/8	6	743	14.2	No.	CIA	O	Stl	S	–	–	–	SA	Stl
48	Cummins	NHHRTO-6-B	335	2100	895	1500	6	5-1/8	6	743	14.2	No	CIA	O	Stl	S	–	–	–	SA	Stl
49	Cummins	HHRFB-600	180	2000	550	1350	6	5-1/8	6	743	15.5	No	CIA	O	Stl	S	–	–	–	SA	Stl
50	Fageol-Leyland	600	160	2225	455	1200	6	4.8	5-1/2	597	15.75	No	AL	O	Stl	S	.500	.020	.020	A-Stl	A-Stl
51	Fageol-Leyland	680	180	2225	504	1100	6	5	5-3/4	677	15.75	No	AL	O	Stl	S	.500	.020	.020	A-Stl	A-Stl
52	GM-D	4-71	143	2100	375	1600	4	4-1/4	5	284	17.0	No	PS	I	CA	P	.384	Port	.009**	–	SA-Stl
53	GM-D	6-71	211	2000	574	1600	6	4-1/4	5	426	17.0	No	PS	I	CA	P	.384	Port	.009**	–	SA-Stl
54	GM-D	6-71E	172	2000	496	1200	6	4-1/4	5	426	17.0	No	PS	I	CA	P	.384	Port	.009**	–	SA-Stl
55	Hercules	DIX6-D	93	3000	186	1800	6	3-5/8	4	248	15.5	No	AL	I	No	–	.350	.010	.010	CN	Stl
56	Hercules	DIX6-272	102	3000	204	1800	6	3-11/16	4-1/4	272	15.5	No	AL	I	No	–	.350	.010	.010	CN	Stl
57	Hercules	DJXH	99	2600	234	1400	6	3-3/4	4-1/2	298	15.5	No	PS	I	TS	S	3/8	.010	.010	CN	Stl
58	Hercules	DWXLD	142	2600	333	1600	6	4-1/4	5	426	15.5	No	AL	I	TS	S	25/64	.016	.016	CN	Stl
59	Hercules	DRX-C	147	2200	395	1200	6	4-5/8	5-1/4	529	15	No	AL	I	No	–	25/64	.016	.016	CN	Stl
60	Hercules	DFX-E	228	2100	680	1200	6	5-5/8	6	895	14.8	No	PS	I	TS	S	1/2	.010	.016	CN	Stl
61	Hercules	TCD-895	318	2000	846	1800	6	5-5/8	6	895	14.8	No	PS		TS	S	1/2	.010	.016	CN	Stl
62	Hercules	DFX-H	260	2100	750	1200	6	5-3/4	6	935	14.8	No	PS	I	TS	S	1/2	.010	.016	CN	Stl
63	Hercules	DFXHF	260	2100	750	1200	6	5-3/4	6	935	14.8	No	AL	I	TS	S	1/2	.010	.016	CN	Stl
64	Mack	EMD673	170	2100	480	1200	6	4-7/8	6	672	16.59	–	CIA	O	PN	P	.5625	.016	.024	C Stl	SBLT
65	Mack	EMDT673	205	2100	560	1500	6	4-7/8	6	672	16.59	–	CIA	O	PN	P	.5625	.016	.024	C Stl	SBLT
66	P & H	287C-18A	90	1800		1200	2	4-1/2	5-1/2	174	17.1	–	AL	I	Stl	P	.550	0	.012	0	SCS
67	P & H	387C-18A	144	1800		1300	3	4-1/2	5-1/2	261	17.1	–	AL	I	Stl	P	.550	0	.012	0	SCS
68	P & H	487C-18A	201	1800		1350	4	4-1/2	5-1/2	348	17.1	–	AL	I	Stl	P	.550	0	.012	0	SCS
69	P & H	867C-18A	280	1800		1300	6	4-1/2	5-1/2	522	17.1	–	AL	I	Stl	P	.550	0	.012	0	SCS

KEY TO ABBREVIATIONS

X – Information not given by manufacturer

Valve Arrangement
I or O – Valves in head
L – Valves in block

Valve Inserts
P – Press fit
S – Shrunk
SF – Stellite faced

Main and Connecting Rod Bearings
D – Steel-backed Durex
SB – Steel-backed babbitt
SAL – Steel-backed aluminum
SCL – Steel-backed copper-lead
Tri-M – Tri-Metal

Points Fed by Pressure
A – Auxiliary shaft
C – Camshaft
D – Accessory drive
I – Idler shaft bearing
L – Valve lifters
M – Main bearings
R – Connecting rods
T – Tappets
TG – Timing gear
V – Valve rocker arms
W – Wrist pins

Motor Buses

PISTONS							CONNECTING RODS					CRANKSHAFT									LUBRICATION SYSTEM			
		Wrist Pins			No. Rings			Bearings							Main Bearings									
Piston Material	Length (Inches	Diameter (Inches)	Length (Inches)	Bearing Location	Compression	Oil	Length	Type Material	Diameter (Inches	Length (Inches)	Number Brgs.	Overall Length Shaft (Inch)	Weight of Crankshaft and Counterweights	Number of Counterweights	No.	Type Material	Diameter Main Bearings	Total Length Main Bearings	Projected Area Main Bearings (Sq. In.)	At Which Point in Thrust Taken	Total Oil Capacity – Qts.	Points Fed By Pressure	Engine Weight Without Accessories	Line
AL	2.63	.8662	3.180	–	2	1	6.8125	SB	2.3132	1.008	6	31.562	80	7	4	SB	2-3/4	1-1/32	11-5/16	#3 Brg	5	M-C-R-V	552*	1
AL	2.74	.9077	3.370	–	2	1	6.8125	SB	2.3132	1.008	6	31.562	80	7	4	SB	2-1/4	1-1/32	11-5/16	#3 Brg	7	M-C-R-V	556*	2
AL	3.43	.9395	3.400	–	2	1	6.0000	SBA	2.2514	.861	8	25.877	56.8	6	5	SBA	2-1/2	1	12-7/32	#5 Brg	6	M-C-R-V	693*	3
AL	5-15/16	1.50	3.72	F	3	2	10-1/2	SCL	3	1-15/16	6	46-21/32	–	12	7	SCL	3-1/4	14-1/2	47-1/8	1st	18	C-M-R-T-TG-V	1475	4
AL	5-9/16	1.50	3.97	F	3	1	8-3/8	SB	3-1/8	1-7/16	6	38-3/8	–	6	5	SB	3-1/2	8-7/16	29-12/32	Ctr	12	C-M-R-T-TG-V	1786	5
AL	5-7/8	1.75	4.53	F	3	2	10-1/2	SCL	3-1/2	2-7/16	6	51-15/16	–	12	7	SCL	3-3/4	16-1/2	61-78	1st	24	C-M-R-T-TG-V	1875	6
AL	4-11/16	1.25	3.43	F	3	2	8-3/8	SCL	2-1/2	1-11/16	6	39-3/32	–	–	7	SCL	2-7/8	13-1/2	103-3/16	1st	8	C-M-R-TG-V	990	7
AL	3.75	.859	2.87	–	2	1	7.87	SB	2.12	1.08	6	31.03	90	–	4	SB	2.50	5.054	12.635	Rear	5	C-M-R-T-C	620	8
AL	3.31	3.065	3.065	–	2	1	6.62	Tri-M	2.25	.811	8	25.03	–	–	5	SB	2.50	4.8	12.0	#3 Brg	5	C-M-R-T-C-T	700	9
AL	3.82	.984	3.14	–	2	1	6.67	Tri-M	2.25	.906	8	26.46	–	–	5	SB & Tri-M	2.50	5.09	12.73	#3 Brg	5	C-M-R-T-C-T	–	10
AL	4-7/8	1.25	3.62	R	3	1	8-3/8	Tri-M	2-1/2	1-1/2	6	39-3/8	133	12	7	Tri-M	2-5/8	10.14	26.617	Ctr.	12	C-M-R-V	952	11
AL	4-5/8	1.25	3.62	R	3	1	8-3/8	Tri-M	2-1/2	1-1/2	6	39-3/8	133	12	7	Tri-M	2-5/8	10.14	26.617	Ctr.	12	C-M-R-V	952	12
AL	4-5/16	1.25	3.87	R	3	1	8-3/8	Tri-M	2-1/2	1-1/2	6	39-3/8	133	12	7	Tri-M	2-5/8	10.14	26.617	Ctr.	12	C-M-R-V	952	13
AL	4-7/8	1.25	3.62	R	3	1	8-3/8	Tri-M	2-1/2	1-1/2	6	39-3/8	133	12	7	Tri-M	2-5/8	10.14	26.617	Ctr.	12	C-M-R-V	952	14
AL	4-7/8	1.25	3.62	R	3	1	8-3/8	Tri-M	2-1/2	1-1/2	6	39-3/8	133	12	7	Tri-M	2-5/8	10.14	26.617	Ctr.	12	C-M-R-V	952	15
AL	4-5/16	1.25	3.87	R	3	1	8-3/8	Tri-M	2-1/2	1-1/2	6	39-3/8	133	12	7	Tri-M	2-5/8	10.14	26.617	Ctr.	12	C-M-R-V	952	16
AL	1-25/32	.625	2.13	R	2	2	4-1/8	SB	1-3/8	.865	4	18-11/32	13	8	5	SB	1.37 & 1.50	5.41	7.66	Rear	3	C-M-R-V	120	17
SA	3.60	.912	3.17	R	2	2	7.065	SCL	2.25	1.88	4	26-7/8	65	6	5	SCL	2.62	4.204	11.85	#5	9	All	753	18
SA	3.60	.912	3.17	R	2	2	7.065	SCL	2.25	1.88	4	26-7/8	65	6	5	SCL	2.62	4.204	11.85	#5	9	All	753	19
AL	4-1/4	1.062	3.25	F	3	1	7	M400	2-5/16	1-1/8	6	33-3/4	85	9	4	M400	2-3/4	5-3/16	14.18	3rd	8	C-M-R-V-W	535	20
AL	3-7/16	7/8	2-29/32	P	2	2	7	Tri-M	2	1-1/4	–	29-1/2	46	12	7	Tri-M	2-1/2	10-1/16	25.15	7	5	M-R-T-TG-I	445	21
AL	4-3/16	1-1/8	3-7/16	F	2	2	8	Tri-M	2	1-1/2	–	33-7/16	72	12	7	Tri-M	2-1/2	10.81	27.02	7	9	M-R-T-TG-I-W	605	22
AL	4-1/16	1-1/8	3-7/16	F	2	2	8	Tri-M	2	1-1/2	8	33-7/16	79	12	7	Tri-M	2-1/2	10.81	27.02	7	9	M-R-T-TG-I-W	630	23
AL	4-3/8	3-11/16	3-11/16	F	2	2	8-7/8	Tri-M	2-1/4	1-1/2	–	37-3/8	107	12	7	Tri-M	2-5/8	13.25	34.78	7	7	M-R-T-TG-I	825	24
AL	4-7/8	1-1/4	4-1/16	P	4	1	9-3/8	Tri-M	2-5/8	2	–	41-5/8	154	12	7	Tri-M	3	13.25	29.75	7	10	M-R-T-TG-I	1010	25
AL	4-7/8	1-1/2	4.115	F	2	2	9-3/8	Tri-M	3	2	–	41-5/8	162.5	12	7	Tri-M	3-1/2	13.25	46.37	7	13	M-R-T-TG-I	1320	26
AL	6-1/2	1-1/2	4-13/16	P	3	1	12	SCL	3	2-1/4	–	59-9/16	270	12	7	SCL	3-1/2	16.62	58.17	7	14	M-R-T-TG-I	1830	27
AL	4-63/64	1.312	3.563	F	2	2	10-1/2	Tri-M	2-3/4	1-37/64	6	41-5/8	155	12	7	Tri-M	3-1/2	15-29/32	38-11/64	4	15	A-C-I-M-R-V	1700	28
AL	4	1-1/8	3.110	F	2	2	7-1/4	SB	2.1708	1.382	6	38.125	80	4	7	SCL	2.5	9.408	23.592	1st	8	M-R-C-V-TG	830	29
AL	4-1/8	1-1/8	3.110	F	2	2	7-1/4	SCL	2.1708	1.3825	6	38.125	80	4	7	SCL	2.5	9.408	23.592	1st	8	M-R-C-V-TG	870	30
AL	4-1/8	1-1/8	3.590	F	2	2	7-1/4	SCL	2.1708	1.382	6	38.125	80	4	7	SCL	2.5	9.408	23.592	1st	8	M-R-C-V-TG	872	31
AL	4-1/8	1-1/16	3.59	F	2	2	7-1/4	SCL	2.3125	1.295	6	38.125	–	12	7	SCL	2.7488	9.065	24.947	1st	8	M-R-C-V-TG	963	32
AL	4-11/16	1.25	3.62	F	3	2	8-3/8	SCL	2-1/2	1-11/16	6	38-1/4	–	–	7	Tri-M	2-7/8	13-19/32	39-7/64	1st	8	C-M-R-TG	1270	33
AL	5-15/16	1.50	3.97	F	3	2	10-1/2	SCL	3	1-15/16	6	46-21/32	–	–	7	Tri-M	3-1/4	14-1/2	47-1/8	1st	14	C-M-R-TG-V	1785	34
AL	5-7/16	1.50	3.97	F	3	2	8-3/8	SCL	3-1/8	1-9/16	6	38-21/64	–	–	5	Tri-M	3-1/2	9-3/4	34-1/8	3rd	12	C-M-R-TG-V	1525	35
AL	5-7/8	1.75	4.22	F	3	2	10-1/2	Tri-M	3-1/2	2-7/16	6	51-15/16	–	–	7	Tri-M	3-3/4	14-15/32	54-23/32	1st	28	C-M-R-TG-V	2085	36
AL	4.94	1.50	3.37	F	3	1	9.50	SCL	2-5/8	1.66	6	–	–	–	7	SCL	3.88	7.8	30.24	7th	12-1/2	C-M-R-T-TG-V	1450	37
AL	4.75	1.50	3.37	F	3	1	9.50	SCL	2-5/8	1.66	6	–	–	–	7	SCL	3.88	7.8	30.24	7th	12-1/2	C-M-R-T-TG-V	1545	38
AL	4.94	1.50	3.37	F	3	1	9.50	SCL	2-5/8	1.66	6	–	–	–	7	SCL	3.88	7.8	30.24	7th	12-1/2	C-M-R-T-TG-V	1545	39
AL	4.94	1.50	3.37	F	3	1	9.50	SCL	2-5/8	1.66	6	–	–	–	7	SCL	3.88	7.8	30.24	7th	12-1/2	C-M-R-T-TG-V	1615	40
AL	6.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2350	41
AL	6.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2400	42
AL	6.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2415	43
AL	6.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2285	44
AL	.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	1546	45
AL	.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2385	46
AL	.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2546	47
AL	6.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2385	48
AL	6.25	1.99	4.34	F	3	1	12.00	SCL	3-1/8	2-3/4	6	–	–	–	7	SCL	4.50	13.6	61.15	7th	20	C-M-R-T-TG-V-W	2260	49
AL	6.60	1.625	4.20	R	3	2	10.5	Tri-M	3	2.20	6	45.9	162.5	6	7	Tri-M	3.50	10.99	40.803	Ctr.	26	C-M-R-I-TG-V	1600	50
AL	6.60	1.625	4.20	R	3	2	10.5	Tri-M	3	2.20	6	45.9	162.5	6	7	Tri-M	3.50	10.99	40.803	Ctr.	26	C-M-R-I-TG-V	1600	51
MI	6	1-1/2	3.62	F	4	2	10-1/8	Tri-M	2-3/4	1-25/32	4	34-15/16	130	8	5	Tri-M	3-1/2	5-5/8	19.69	5th	21	A-C-I-M-R-V-W	1380	52
MI	6	1-1/2	3.62	F	4	2	10-1/8	Tri-M	2-3/4	1-25/32	6	46-7/16	163	12	7	Tri-M	3-1/2	7-7/8	27.57	7th	25	A-C-I-M-R-V-W	1700	53
MI	6	1-1/2	3.62	F	4	2	10-1/8	Tri-M	2-3/4	1-25/32	6	46-7/16	163	12	7	Tri-M	3-1/2	7-7/8	27.57	7th	25	A-C-I-M-R-V-W	1700	54
AL	4-1/32	1-1/8	3	F	3	2	7-3/4	SCL	2-3/8	1-1/2	6	32-9/16	–	–	7	SCL	2-3/4	10.94	30	7	10	A-C-I-M-R-V-W	800	55
AL	4-1/32	1-1/8	3	F	3	2	7-3/4	SCL	2-3/8	1-1/2	–	32-9/16	–	–	7	SCL	2-3/4	10.94	30	7	10	A-C-I-M-R-V-W	900	56
AL	4-7/8	1-3/16	3-7/32	F	4	2	8	SCL	2-1/2	1-25/32	–	33-7/16	–	–	7	SCL	3	10.29	30.82	7	14	A-C-I-M-R-V-W	950	57
AL	4-27/32	1-1/2	3-5/8	F	3	2	8-1/2	SCL	2-3/4	1-7/8	–	39	–	–	7	SCL	3-1/2	11.59	40.5	7	15	A-C-I-M-R-V-W	1370	58
AL	6-27/32	1-5/8	3-15/16	F	4	2	9-3/8	SCL	3	2	–	41-5/8	–	–	7	SCL	3-1/2	13.25	46.4	7	15	A-C-I-M-R-V-W	1600	59
AL	7-17/32	2	4-21/32	F	4	2	12	SCL	3-5/16	2-1/2	–	53-1/16	–	–	7	SCL	4-1/2	17	76.5	7	28	A-C-I-M-R-V-W	2500	60
AL	7-17/32	2	4-21/32	F	4	2	12	SCL	3-5/16	2-1/2	–	53-1/16	–	–	7	SCL	4-1/2	17	76.5	7	28	A-C-I-M-R-V-W	3000	61
AL	7-17/32	2	4-29/32	F	3	2	12	SCL	3-5/16	2-1/2	–	53-1/16	–	–	7	SCL	4-1/2	17	76.5	7	28	A-C-I-M-R-V-W	2600	62
AL	7-17/32	2	4-29/32	F	3	2	12	SCL	3-5/16	2-1/2	–	53-1/16	–	–	–	SCL	4-1/2	17	76.5	7	40	A-C-I-M-R-V-W	2600	63
AL	5-41/64	1-5/8	4-1/4	F	3	2	11-1/4	Tri-M	3	1-29/32	6	44-7/16	208	12	7	SCL	4	10-29/64	41-13/16	4	22-1/2	A-C-M-R-V-W	1842	64
AL	5-41/64	1-5/8	4-1/4	F	3	2	11-1/4	Tri-M	3	1-29/32	6	44-7/16	208	12	7	SCL	4	10-29/64	41-13/16	4	22-1/2	A-C-M-R-V-W	1892	65
AL	6.35	1.75	3.850	F	4	2	11.88	SAL	3.00	1.92	2	25-15/16	–	4	3	SAL	4.00	1.75	–	R. Main	20	C-I-M	975	66
AL	6.35	1.75	3.850	F	4	2	11.88	SAL	3.00	1.92	3	32-7/16	–	4	4	SAL	4.00	1.75	–	R. Main	22	C-I-M	1190	67
AL	6.35	1.75	3.850	F	4	2	11.88	SAL	3.00	1.92	4	38-15/16	–	4	5	SAL	4.00	1.75	–	R. Main	24	C-I-M	1450	68
AL	6.35	1.75	3.850	F	4	2	11.88	SAL	3.00	1.92	6	51-15/16	–	0	7	SAL	4.00	1.75	–	R. Main	32	C-I-M	1820	69

Wrist Pin Bearing Location
F – Floating
P – In piston
R – In piston

* With accessories
** Clearance hot

Materials
A – Austenetic
AL – Aluminum alloy not otherwise noted
C – Cast iron
CA – Cast alloy EA-5
CIA – Cast iron alloy
CN – Chrome nickel
CS – Carbon steel

Du – Durachrome
MC – MChrome steel
MI – Malleable iron
N – Nickel
NCM – Nickel chrome moly
PN – Mack permafit nifferite
PS – Pressed steel
S – Steel not otherwise specified

SA – Steel alloy
SBLT – Stablite
SCS – Sodium cooled steel
Sil – Silchrome
Sta – Stainless steel
Stl – Stellite
TS – Tungsten steel

Motor Bus Axle Specifications

Line	Bus Make & Model	Axle Make & Model	Final Drive	Final Ratios: No of Optional Ratios	Final Ratios: Fastest Ratios	Final Ratios: Slowest Ratio	Drums: Drum Material	Drums: Drum Make	Drums: Front Drum Diameter	Drums: Rear Drum Diameter (Inches)	Type of Brake Block	No. Pcs.: Front	No. Pcs.: Rear	Riveted or Bonded	Lining: Block Width: Front	Lining: Block Width: Rear	Lining: Block Thickness (Inches)	Lining: Block Area (Sq. In.) Rear Axle Only	Lining: Block Area (Sq. In.) Front Axle Only	Lining Area (Sq. In.) Hand Brake Only	Axle Shaft: No. and Type of Splines	Axle Shaft: Is Axle Shaft Splined at Both Ends	Axle Shaft: Minimum Diameter of Axle Shaft – Inches	Axle Shaft: Type Material in Rear Axle Housing – See Footnote Abbrev.	Rear Axle Bearings: Type Bearing at Bevel Pinion – Outer End	Rear Axle Bearings: Type Bearing at Bevel Pinion – Inner End	Rear Axle Bearings: Type Differential Side Bearing	Front Axle: Top Knuckle Pin Bushing – Diameter	Front Axle: Top Knuckle Pin Bushing – Length	Front Axle: Bottom Knuckle Pin Bushing – Diameter	Front Axle: Bottom Knuckle Pin Bushing – Length
1	Chevrolet 4502	Own 1-1/2 tons	Hy	2	6.17	8.72	CIA	Own	14	15	M	2	2	R	2-1/2	4	1-4-3/8	245	136	62	27 Inv	Yes	1-7/16	WS	DRB	TR	TR	1.099	1.375	1.099	1.375
2	Chevrolet 6702	Own HD	Hy	3	6.17	8.72	CIA	Own	14	15	M	2	2	R	2-1/2	4	1-4-3/8	245	136	62	29 Inv	Yes	1-11/16	FS	TR	R	BR	1.099	1.375	1.099	1.375
3	Chevrolet 6802	Own HD	Hy	3	6.17	8.72	CIA	Own	14	15	M	2	2	R	2-1/2	4	1-4-3/8	245	136	62	29 Inv	Yes	1-11/16	FS	TR	R	BR	1.099	1.375	1.099	1.375
4	Chevrolet 8802	Own HD	Hy	2	7.17	7.20	CIA	Own	15	15	M	2	2	R	2-1/4	4	5/16-3/8	248	150	68	29 Inv	Yes	1-11/16	FS	TR	R	BR	1.812	1.111	1.812	1.111
5	Chevrolet 10802	Own HD	Hy	2	7.17	7.20	CIA	Own	15	15	M	2	20	R	2-1/4	2	5/16-3/8	248	150	68	29 Inv	Yes	1-11/16	FS	TR	R	BR	1.812	1.111	1.812	1.111
6	Dodge K6 & 8-S400	TS & VTS 542	Hy	3	5.625	6.833	CI	Tim	14-1/8	16	M	2	2	C	2	3	1/4-3/8	216	119.2	67.5	16-St	No	1.50	WS	TR	TR	TR	.937	1.32	.937	1.48
7	Dodge K6 & 8-S500	TS & VTS 544	Hy	2	6.285	6.833	CI	Tim	16	16	M	2	2	C	2-1/2	3-1/2	1/4-3/8	252	180	67.5	16-St	No	1.56	WS	TR	TR	TR	1.12	1.39	1.12	1.50
8	Dodge K6&8-S600	Eaton 1614	Hy	1	7.17	–	CI	Ben	16	15	M	2	2	R	2-1/2	4	1/4-3/8	245	180	67.5	16-St	No	1.68	FS	TR	TR	TR	1.12	1.39	1.12	1.50
9	Dodge K8-S700	Tim H141	Hy	1	6.8	–	CI	Tim	16	16	M	2	2	C	2-1/2	3-1/2	1/4-3/8	252	180	73.8	20-St	No	1.68	WS	TR	TR	TR	1.12	1.39	1.12	1.50
10	Fitzjohn Citylinei	FD900-W	–	–	–	–	CIA	Tim	14-1/2	14-1/2	M	4	4	R	4	4	–	–	248	–	–	–	–	–	–	–	–	1.43	2.01	1.56	2.01
11	Fitzjohn Citylinei	56434-W	SP	3	5.29	6.16	CIA	Tim	14-1/2	14-1/2	M	4	4	B	6	6	3/4	338	–	81	16SL	No	1-11/16	C Ba	TR	R	TR	–	–	–	–
12	Fitzjohn Road Runner	FE900-PA	–	–	–	–	CIA	Tim	16-1/2	16-1/2	M	4	4	R	4	4	3/4	–	250	–	–	–	–	–	–	–	–	1.6	2.135	1.73	2.135
13	Fitzjohn Road Runner	L-110-PA	Hy	2	4.45	5.29	CIA	Tim	16-1/2	16-1/2	M	4	4	R	7	7	3/4	434	–	137	16SL	No	1-3/4	FS	TR	R	TR	–	–	–	–
14	Flexible Twin 218&228	Own – Ind. Suspension				–	CIA	Tim	16-1/2	–	M	8	8	R	4	4	3/4	–	260	–	–	–	–	–	–	–	–	1-7/16	2-1/8	1-7/16	2-1/8
15	Flexible Twin 218	H 143	Hy	4	4.625	6.16	CIA	Tim	–	16-1/2	M	8	8	R	5	5	3/4	390	–	66	16SL	No	1-21/32	FS	TR	R	TR	–	–	–	–
16	Flexible Twin 228	L-110	Hy	2	5.29	5.81	CIA	Rayco	–	16-1/2	M	8	8	R	7	7	3/4	540	–	66	16SL	No	1-3/4	FS	TR	R	TR	–	–	–	–
17	Flexible Twin 408240	T2664-5	Hy	–	–	–	CIA	Rayco	14-1/2	–	M	8	8	B	3	3	3/4	–	352	66	16SL	No	1-3/4	FS	TR	R	TR	–	–	–	–
18	Flexible Twin 35-40-240		Hy	2	6.16	6.81	CIA	Rayco	16-1/2	16-1/2	M	8	8	B	7	7	3/4	492	–	66	16SL	No	2-3/32	FS	TR	R	TR	–	–	–	–
19	GM TGH3102	Clark 130017	SB	–	5-4/7	6-2/6	CIA	MW	14-1/2	14-1/2	M	4	4	B	4	6	3/4	352	235	28	16 Str	No	1-11/16	P Ba	TR	R	TR	1-1/2	2	1-1/2	2
20	GM TDH3714	Tim 57620	SB	–	4-1/8	5-3/7	CIA	Own	14-1/2	14-1/2	M	4	4	B	4	7	3/4	411	235	69	16 Str	No	2-3/32	P Ba	TR	R	TR	1.6	2.125	1.6	2.125
21	GM TDH4512	Tim 58620	SB	–	4-1/8	5-1/6	CIA	Own	14-1/2	14-1/2	M	4	8	B	4	8	3/4	470	235	104	16 Str	No	2-3/32	P Ba	TR	R	TR	1.79	2-3/16	1.79	2-3/16
22	GM TDM5515	Tim 58600	SB	–	3-5/9	4-1/8	CIA	Own	14-1/2	14-1/2	M	4	8	B	4	8	3/4	470	235	104	16 Str	No	2-3/32	P Ba	TR	R	TR	1.79	2-3/16	1.79	2-3/16
23	GM TDH5105	Tim 59721	SB	–	4-5/7	5-5/6	CIA	Own	14-1/2	14-1/2	M	4	8	B	5	10	3/4	588	294	104	16 Str	No	2-3/32	P Ba	TR	R	TR	1.79	2-3/16	1.79	2-3/16
24	GM TDH5106	Tim 59720	SB	–	4-1/9	5-5/6	CIA	Own	14-1/2	14-1/2	M	4	8	B	5	10	3/4	588	294	104	16 Str	No	2-3/32	P Ba	TR	R	TR	1.79	2-3/16	1.79	2-3/16
25	GM TDM5108	Tim 59610	SB	–	3-7/8	4-1/8	CIA	Own	14-1/2	14-1/2	M	4	8	B	5	10	3/4	588	294	104	16 Str	No	2-3/32	P Ba	TR	R	TR	1.79	2-3/16	1.79	2-3/16
26	GM PD4104	Tim 59600	SB	–	3-5/9	4-1/8	CIA	Own	14-1/2	14-1/2	M	4	4	B	5	8	3/4	470	294	125-1/2	16 Str	No	2-3/32	P Ba	TR	R	TR	1.79	2-3/16	1.79	2-3/16
27	Mack 975	Own RAS402	SB	4	3.73	5.38	CIA	Own	15	15	M	8	16	B	6	8-1/2	3/4	493	350	139	17 Inv	Yes	1.94	P Ba	TR	TR	TR	1-1/4	2-3/16	1-1/2	2-3/16
28	Mack C41	Own RA402	SB	4	3.73	5.38	CIA	Own	15	15	M	8	16	B	5.6	8-1/2	3/4	493	291	139	17 Inv	Yes	1.94	P Ba	TR	TR	TR	1-1/4	2-3/16	1-1/2	2-3/16
29	Mack C47	Own RA402	SB	4	3.73	5.38	CIA	Own	15	15	M	8	16	B	5.6	8-1/2	3/4	493	291	139	17 Inv	Yes	1.94	P Ba	TR	TR	TR	1-1/4	2-3/16	1-1/2	2-3/16
30	Mack C49	Own RA402	SB	4	3.73	5.38	CIA	Own	15	15	M	8	16	B	5.6	8-1/2	3/4	493	291	139	17 Inv	Yes	1.94	P Ba	TR	TR	TR	1-1/4	2-3/16	1-1/2	2-3/16
31	Mack C490	Own RA405	SB	4	3.73	5.98	CIA	Own	15	15	M	8	16	B	5.6	8-1/2	3/4	493	291	139	17 Inv	Yes	1.94	P Ba	TR	TR	TR	1-1/4	2-3/16	1-1/2	2-3/16
32	Mack B30B	Own RAS301	SB	2	1.00	7.15	CIA	Own	14	15	M	2	2	R	2-1/4	5	3/8	317	140	85	17 Inv	Yes	1-7/8	P Ba	TR	TR	TR	1-1/4	1-17/32	1-1/4	1-17/32
33	Mack B34B	Own RAS301	SB	2	1.00	7.53	CIA	Own	14	15	M	2	2	R	2-1/4	5	3/8	317	140	85	17 Inv	Yes	1-7/8	P Ba	TR	TR	TR	1-1/4	1-17/32	1-1/4	1-17/32
34	Marmon-Herrington 4-5-6 SC	Tim-H110	Hy	1	7.2	6.8	CI	Tim	16-1/2	16-1/2	M	8	8	R	4	5	1/4	310	250	94	16SL	No	1-21/32	FS	TR	R	TR	1-1/2	2-1/8	1-5/8	2-1/8
35	Reo F-120L	Timken	Hy	3	6.2	7.2	CIA	Dayton	16	15	M	2	2	R	2-1/4	4	3/8	246	126	61.5	16SL	No	1-9/16	FS	TR	R	TR	1-1/8	1-1/2	1-1/8	1-15/16
36	Reo F-120G & H	Timken	Hy	3	6.2	7.2	CIA	Dayton	16-1/4	15	M	2	2	R	2-1/4	4	3/8	246	130	61.5	16SL	No	1-9/16	FS	TR	R	TR	1-1/4	2	1-1/4	2
37	Reo F-122H & J	Timken	Hy	3	6.16	7.2	CIA	Dayton	16-1/4	16-1/2	M	2	2	R	2-1/4	5	3/8	350	130	83.0	20SL	No	1-3/4	FS	TR	R	TR	1-1/4	2	1-1/4	2
38	Reo A-375	Timken	Hy	3	6.16	7.2	CIA	Dayton	16-1/4	16-1/2	M	2	2	R	3-1/2	5	3/8	312	238	83	20SL	No	1-3/4	FS	TR	R	TR	1-5/8	2-7/32	1-5/8	2-7/32
39	Reo A-475	Timken	Hy	3	6.16	7.2	CIA	Dayton	16-1/4	16-1/2	M	2	2	R	3-1/2	5	3/8	312	238	83	21SL	No	1-7/8	FS	TR	R	TR	1-5/8	2-7/32	1-5/8	2-7/32
40	Southern R-37M	Tim-FD100	Hy	4	5-2/7	7-1/5	CIA	–	16-1/2	16-1/2	M	8	8	R	4	7	3/4	430	254	96	16SL	No	1-3/4	FS	TR	R	TR	1-5/8	2-3/8	1-5/8	2-3/8
41	Southern S-41HF	Tim-FE900	Hy	6	4-5/8	7-4/5	CIA	–	16-1/2	16-1/2	M	8	8	R	4	7	3/4	483	250	101	16SL	No	1-7/8	FS	TR	R	TR	1-5/8	2-3/8	1-5/8	2-3/8
42	Southern S-45DHC	Tim 26628	Hy	5	5-2/7	7-2/5	CIA	–	16-1/2	16-1/2	M	8	8	B	5	7	3/4	483	352	126	16SL	No	2-1/8	FS	TR	R	TR	–	–	–	–
43	Southern S-50DHC	Tim 26618	Hy	5	5-2/7	7-2/5	CIA	–	16-1/2	16-1/2	M	8	8	B	5	8	3/4	552	352	126	16SL	No	2-1/8	FS	TR	R	TR	–	–	–	–

KEY TO ABBREVIATIONS

Drum Material
CI – Cast iron
CIA – Cast iron alloy

Drum
Day – Dayton
MW – Motor wheel

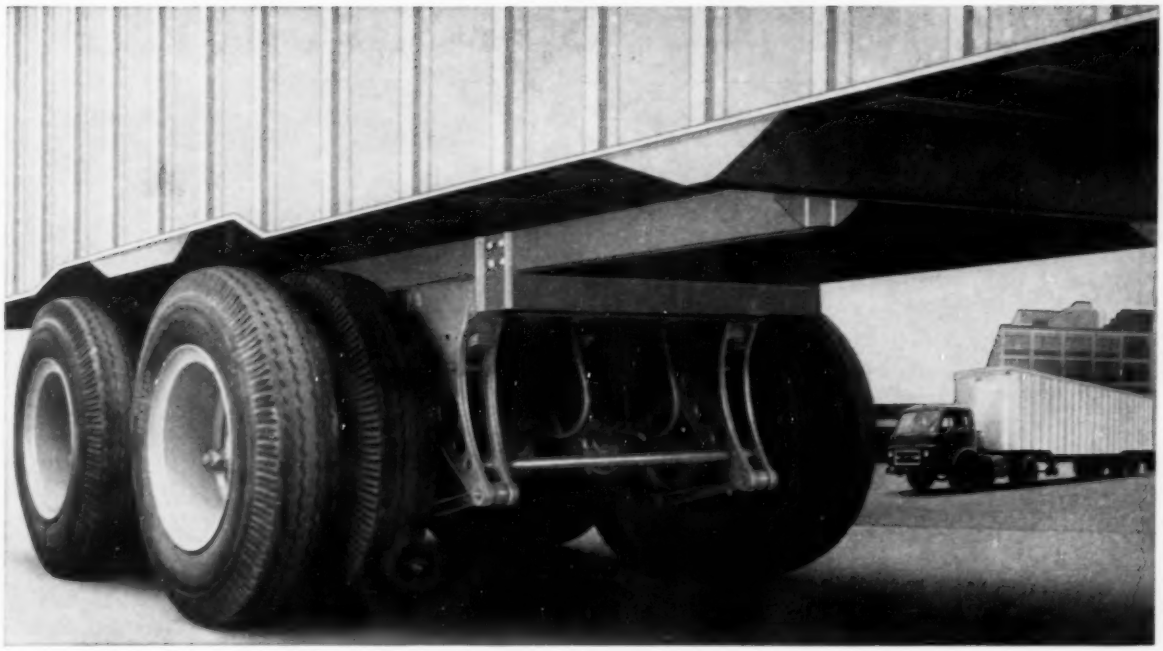
Type Bearings
BR – Barrel roller
DRB – Double row ball
R – Straight roller
TR – Tapered roller

Final Drive
HY – Hypoid
SB – Spiral bevel

Brake Lining
C – Cyclbond
M – Molded lining or block

Type Splines
Ang – Angular
Inv – Involute
SL – Slant side
Str – Straight

Housing Material
CBa – Cast banjo
CBu – Cast built-up
FBa – Forged banjo
FS – Forged steel
PBa – Pressed banjo
WS – Welded steel



Smooth New Fruehauf P2 Tandem Is Customer-Tested and Approved!

Users Report Smooth Action and Elimination of Brake Hop in Actual Operation!

The new Fruehauf P2 Leaf Spring Tandem overcomes two costly problems that were previously common to most leaf spring units: *wheel hop* and *brake fight*.

The tire wear, Trailer stress, and load shifting that these two "tandem troubles" have cost in the past are worth thousands of dollars annually to many, many operators. The first Fruehauf customers to equip their units with the new P2 already report successful, consistent elimination of damaging brake hop under actual operating conditions over a prolonged period of time!

At first glance the advanced P2 Tandem looks like many other units. But exclusive Fruehauf developments, such as "full equalizer action" and extremely low mounting of radius rods, lend it a new concept of smoothness that heralds a new era of hauling profits for you. Call today for full details.

The Tandem That Stops the Hop

The new Fruehauf P2 Tandem with low-mounted radius rods eliminates wheel hop and brake chatter, requires no lubrication, obsoletes old maintenance problems, increases road stability, simplifies alignment, and fits permanent, bolted, or sliding mounts.

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FRUEHAUF TRAILER COMPANY

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Passenger Car Specifications

TORQUE WRENCH

Make and model	Cylinder Head	Main Bearings	Connecting Rod Bearings	Spark Plugs
CHEVROLET				
6 Cyl.	90-95	100-110	35-45	20-25
8 Cyl.-283 cu. in.	60-70	60-70	30-35	20-25
8 Cyl.-348 cu. in.	60-70	95-105	35-45	20-25
DODGE				
LD1-LD2	–	–	–	–
FORD				
All	–	–	–	10 prod. inst.
PLYMOUTH				
LP1-LP2	–	–	–	30-32
RAMBLER				
All	60-65	66-70	27-30	30
STUDEBAKER				
All	–	–	–	25-30

BATTERIES

Make and model	Battery Make	Ampere Hour Capacity	Number of Plates	Terminal Grounded	SAE Group
CHEVROLET					
6 Cyl. &					
8 Cyl.-283 cu. in.	D.R.	53	54	Neg.	–
8 Cyl.-348 cu. in.	D.R.	63	66	Neg.	–
DODGE					
LD1-LD2	AL-WIL	50	54	Neg.	–
	or GLD	53	54	Neg.	–
FORD					
6 Cyl.	Various	55	66	Neg.	–
8 Cyl. Custom	Various	55	66	Neg.	–
8 Cyl. Fairlanes	Various	65	78	Neg.	–
PLYMOUTH					
LP1-LP2	AL-WIL	50	54	Neg.	–
RAMBLER					
6 Cyl.	AL	45	42	Neg.	2 SM
V-8 Rebel	AL	50	54	Neg.	2 SM
V-8 Ambassador	AL	60	66	Neg.	2 SM
STUDEBAKER					
All	WIL	50		Neg.	

CAPACITIES

Make and model	Engine Quarts	Transmission Pints	Rear Axle Pints	Cooling System Quarts
CHEVROLET				
6 Cyl.	5*	2	4	16.5**
8 Cyl. – 283 cu. in.	4*	2	4	16**
8 Cyl. – 348 cu. in.	4*	2	4	22**
*Add 1 qt. with oil filter. **Add 1 qt. with heater				
DODGE				
LD1	5*	2.75	3.25	13**
LD2	5*	2.75	3.5	20**
*Add 1 qt. with oil filter. **Add 1 qt. with heater				
FORD				
6 Cyl.	4*	3	5.5	19**
8 Cyl.	5*	3	5.5	19**
*Add 1 qt. with filter. **Add 1 qt. with heater.				
PLYMOUTH				
LP1	5*	2.75	3.25	13**
LP2	5*	2.75	3.5	20**
RAMBLER				
6 Cyl. Rebel	4	1½	3	11
8 Cyl. Rebel	4	2¼	4	21
8 Cyl. Ambassador	4	4	4	20
STUDEBAKER				
All	5	–	–	–

FRONT END ALIGNMENT

Make and model	Toe-in Inches	Camber Degrees	Caster degrees Degrees	Kingpin Slant Degrees
CHEVROLET				
All	1/8–1/4	0–1	0 ± 1/2	7 1/4 ± 1/2
DODGE				
LD1-LD2	1/8 ± 1/32	L + 3/4° R 0°	+ 1/4 ± 1/4	6 1/2
FORD				
6 Cyl.	1/16–1/8	+ 8′ – + 1° 8′	+ 1/2 - 1 1/2	–
8 Cyl.	1/16–1/8	+ 8′ – + 1° 30′	+ 1/2 - 1 1/2	–
PLYMOUTH				
LP1-LP2	1/8 ± 1/32	L + 3/4° R 0°	-1/8 ± 1/8	6 1/2
RAMBLER				
All	1/16–3/16	- 1/4 + 1/4	0 + 1/2	6 1/4
STUDEBAKER				
Scots – Champ.	1/16–1/8	0 – + 1	-1 -2 1/2	
Com. 4 dr.	1/16–1/8	-1 – + 1	-1 -2 1/2	

The A & H Truck Line operates a fleet of 150 tractors and 275 trailers in the midwest.

"With Aeroquip, We Make Hose Line Repairs On The Spot...Without Expensive Tools"

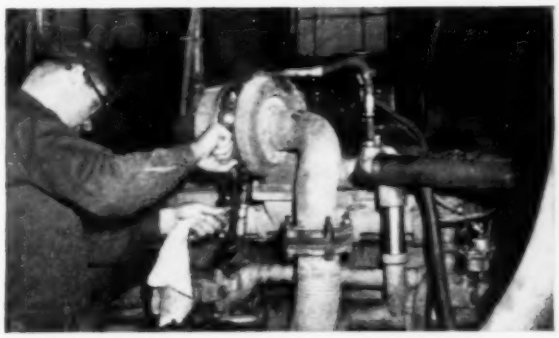
REPORTS JACK TURPIN, A & H TRUCK LINES INC., EVANSVILLE, IND.

Keeping the A & H freight-hauling fleet moving on schedule between major midwest cities requires quick, sure maintenance. Aeroquip Hose Lines are used on all A & H units to simplify replacement of fuel, lube oil and air lines.

Using bulk hose and detachable fittings available through local Aeroquip distributors, A & H mechanics make replacement lines quickly, on the spot. The only tools needed are a wrench, hacksaw and vise. And, because Aeroquip Hose Fittings are detachable, they can be reused again and again.

Join the fleets standardizing on Aeroquip to simplify hose line replacements. Call the Aeroquip Distributor listed in your Yellow Page phone book, or write us.

A small supply of Aeroquip Bulk Hose and some Reusable Fittings meets all replacement needs at the A & H maintenance shop.



Aeroquip is used for fuel, air, lube oil and water lines on this diesel engine. Installation is easy and vibration failures are eliminated.

Aeroquip

REG. TRADEMARK

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products that never fail
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FUELS *and* LUBRICANTS

In 1901 Joseph Palumbo found that Standard Oil lubricants worked best to keep the horsedrawn wagons rolling smoothly. Later, in 1920, his son Samuel Palumbo founded Palumbo Excavating Company. For 56 years Standard Oil Company has satisfied the company's every petroleum need.

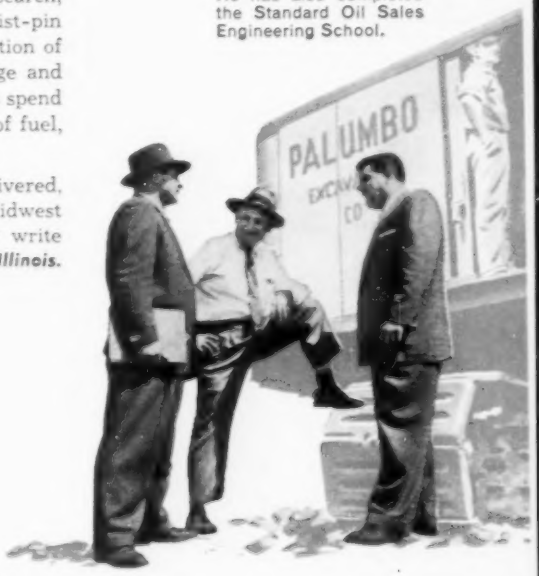
Peter A. Palumbo, general manager of the company and grandson of its founder, tells why: "Standard's products are superior. The service is 100 per cent . . . anywhere we have a job. We've never experienced delays from Standard Oil; I have confidence in the name Standard."

For instance, on the project pictured on this page, as on all its jobs, Palumbo has found that Standard provides the right combination to keep equipment constantly on the job: STANOLUBE HD-M Motor Oil and the technical know-how supplied by Standard Oil automotive lubrication specialists.

STANOLUBE HD-M gives superior service under grueling conditions. It is refined from highest-quality base stock. As a result of Standard Oil research, STANOLUBE HD-M is formulated with an additive that prevents bronze wrist-pin bushing corrosion. Other additives retard oil oxidation, minimize formation of piston ring deposits, prevent formation of excessive varnish and sludge and prevent corrosive attack on bearing metals. Standard's trained specialists spend hours on the job site to make sure equipment is never down for lack of fuel, lubrication or service.

This dependable combination—highest-quality products, promptly delivered, and skilled technical service—can be yours, too, anywhere in the 15 Midwest or Rocky Mountain states. Call your nearest Standard Oil office. Or write ***Standard Oil Company (Indiana), 910 South Michigan Avenue, Chicago 80, Illinois.***

Putting Expressways Together. Excavating for interchange joining three major Chicago-area expressways, the Palumbo Company is moving 472,000 cubic yards of earth. Here are Peter A. Palumbo, John L. Bugatto of Standard Oil and Charles Bohac, general superintendent for Palumbo. John prepared for the technical advice he gives on jobs like this by obtaining an engineering degree at the University of Illinois. He has also completed the Standard Oil Sales Engineering School.



Quick facts about

STANOLUBE HD-M Motor Oil

- Refined from highest-quality, solvent-extracted base stocks.
- Contains special additives that prevent bearing and bronze wrist-pin bushing corrosion, reduce piston varnish and keep rings free to seal against blow-by.
- Contains still other additives that reduce wear on heavily stressed parts.

YOU EXPECT MORE FROM STANDARD AND GET IT!

Motor-minded Palumbos: Fourth generation. Joey and Sam, Peter Palumbo's sons, riding in their motor-driven car, hand-built by their dad. In background is one of the company's heavy-duty trucks used at the expressway project. Standard Oil fuels and lubricants keep the Palumbo equipment dependably on the go.

Passenger Car Tune-up Specifications

Make and model	Engine make and model	No. of cylinders bore and stroke	Oil pressure lb	Oil pressure rpm	Intake valve opens top center deg	Intake tappet clearance for valve timing	Operating tappet clearance Intake	Operating tappet clearance Exhaust	Spark Plugs Make	Spark Plugs Size	Spark Plugs Gap	Ignition Breaker point gap	Ignition Cam angle	Thermostat opens degrees
CHEVROLET														
6 Cyl.	Own–235	6–3 9/16 x 3 15/16	35	2000	10.5B	0	Hy	Hy	AC 14		.035	.018	28-32°	180
8 Cyl.	Own–363	8–3 1/8 x 3	35	2000	12.5B	0	Hy	Hy	AC 14		.035	.018	28-32°	180
8 Cyl.	Own–348	8–4 1/8 x 3 1/4	35	2000	18.5B	0	Hy	Hy	AC 14		.035	.018	28-32°	180
DODGE														
6 Cyl.	LD-1	6–3.25 x 4.63	40-45;	1500	12B	–	.010	.010	AL 51		.035	.018-.022	39 ± 3	157-162
8 Cyl.	LD-2	8–3.69 x 3.80	40-65;	2000	10B	–	–		AL 42		.035	.015-.022	27-32	157-162
FORD														
6 Cyl.	EBP	6–3.62 x 3.60	45-50;	2000	17B	–	.019	.019	CH. 870	.032	.036	.024-.026	35-38	157-162
8 Cyl. Cust. 300	Own	8–3.75 x 3.30	45-55;	2000	18B	–	.019	.019	CH.F11Y	.032	.036	.014-.016	26-28.5	157-162
8 Cyl. Fairlane	Own	8–4.0 x 3.30	43-54;	2000	21B	–	.026	.026	CH.F11Y	.032	.036	.014-.016	26-28.5	177-182
8 Cyl. Fairlane 500	Own	8–4.0 x 3.50	43-54;	2000	21B	–	.026	.026	CH.F11Y	.032	.036	.014-.016	26-28.5	177-182
PLYMOUTH														
6 Cyl.	LP1	6–3.25 x 4.63	40-45;	1500	12B	–	.010	.010	AR 51		.035	.018-.022	39 ± 3	157-162
8 Cyl.	LP2	8–3.91 x 3.31	50-65;	1500	8B	–	.012	.018	AR 42		.035	.015-.018	27-32	157-162
RAMBLER														
6 Cyl.	Own–6	6–3 1/8 x 4 1/4	50	3000	12 1/2B	–	.012	.016	AL 14		.035	.016	28-35	167-173
V-8 Rebel	Own V-8	8–3 1/2 x 3 1/4	55	3000	12 1/2B	–	.012	.014	AL 14		.035	.016	28-32	167-173
V-8 Ambassador	Own V-8	8–4 x 3 1/4	55	3000	12 1/2B	–	Hy	Hy	AL 14		.035	.016	28-32	167-173
STUDEBAKER														
F1 Scotsman 2-dr		6–3 x 4 3/8	20-40;	2000	15B	.016	.016C	.016C	CH.J7 14	.128	.033	.020	38-40	170
W1 Scotsman 4-dr		6–3 x 4 3/8	20-40;	2000	15B	.016	.016C	.016C	CH.J7 14	.128	.033	.020	38-40	170
D1 Scotsman St. Wagon		6–3 x 4 3/8	20-40;	2000	15B	.016	.016C	.016C	CH.J7 14	.128	.033	.020	38-40	170
F4 Champ. 2-dr		6–3 x 4 3/8	20-40;	2000	15B	.016	.016C	.016C	CH.J7 14	.128	.033	.020	38-40	170
W4 Champ. 4-dr		6–3 x 4 3/8	20-40;	2000	15B	.016	.016C	.016C	CH.J7 14	.128	.033	.020	38-40	170
W4 Comm. 4-dr		8–3 9/16 x 3 1/4	40;	1400-1600	15B	.025-.027	.023-.025H	.023-.025H	CH.H18Y 14	.033	.038	.013-.018	28-34	170

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Address _____
City _____ Zone ____ State _____

Passenger Car Selection Specifications

Make and Model	Factory Delivered Price $	Weight – Pounds	Wheelbase – Inches	Length – Inches	Tire Size	Engine – HP	Torque	Displacement – Cubic Inches	Compression Ratio	Heater – $ Extra	Radio – $ Extra	Automatic Transmission $ Extra
CHEVROLET												
6 Cyl. 1100	$2155	3594	117.5	209.1	7.50–14†	145	215	235.5	8.25	$49.25	$61.30	$188.30
6 Cyl. 1500	2290	3602	117.5	209.1	7.50–14†	145	215	235.5	8.25	49.25	61.30	188.30
6 Cyl. 1700	2440	3622	117.5	209.1	7.50–14†	145	215	235.5	8.25	49.25	61.30	188.30
8 Cyl. 1200	2262	3597	117.5	209.1	7.50–14†	185@	275@	283	8.5@	49.25	61.30	188.30
8 Cyl. 1600	2397	3605	117.5	209.1	7.50–14†	185@	275@	283	8.5@	49.25	61.30	188.30
8 Cyl. 1800	2547	3625	117.5	209.1	7.50–14†	185@	275@	283	8.5@	49.25	61.30	188.30
8 Cyl. 1200	–	3698	117.5	209.1	7.50–14†	250**	355**	348	9.5	–	–	–
8 Cyl. 1600	–	3706	117.5	209.1	7.50–14†	250**	355**	348	9.5	–	–	–
8 Cyl. 1800	–	3726	117.5	209.1	7.50–14†	250**	355**	348	9.5	–	–	–

NOTE: Prices are manufacturer's suggested prices, 4 door sedan.

@ { With 4 barrel carburetor – 230 H.P., 300 torque, 9.5:1 compression ratio
With fuel injection – 250 H.P., 305 torque, 9.5:1 compression ratio

** With triple two barrel carburetors – 280 H.P., 355 torque, 9.5:1 compression ratio

* Curb weight of 4-door sedan with 3-speed manual transmission

† All station wagons use 8.00–14 tires

DODGE												
6 Cyl. Coronet	–	–	122	213.8	7.50x14	138	208	230	8.0	–	–	–
8 Cyl. Coronet	–	–	122	213.8	7.50x14	252	252	325	9.0	–	–	–
FORD												
Custom 300 – 8 Cyl.	* –	3506	116.03	202	7.50x14	205	295	292	9.1	–	–	–
Fairlane – 8 Cyl.	–	3671	118.04	307	7.50x14	265	360	332	9.5	–	–	–
Fairlane 500 – 8 Cyl.	–	3684	118.04	207	7.50x14	300	395	352	10.2	–	–	–
Custom 300 – 6 Cyl.	–	3506	116.03	202	7.50x14	145	212	223	8.6	–	–	–
Fairlane – 6 Cyl	–	3671	118.04	207	7.50x14	145	212	223	8.6	–	–	–
Fairlane 500 – 6 Cyl.	–	3684	118.04	207	7.50x14	145	212	223	8.6	–	–	–

* All weights are 4 door sedans, estimated production weights.

PLYMOUTH												
6 Cyl. – Plaza, Savoy, Belv.	–	–	118	206	7.50x14	25.3*	–	230	8.0	–	–	–
8 Cyl. – Plaza, Savoy, Belv.	–	–	118	206	7.50x14	48.9*	–	318	9.0	–	–	–

* Taxable horsepower

RAMBLER												
6 Cyl. – Deluxe	$2047	2947	108	191.15	6.40–15	127	189	195.6	8.7	76.	82.25	199.50
6 Cyl. – Super	2212	2960	108	191.15	6.40–15	127	180	195.6	8.7	76.	82.25	199.50
6 Cyl. – Custom	2327	2968	108	191.15	6.40–15	127	180	195.6	8.7	76.	82.25	199.50
8 Cyl. – Rebel	2342	3300	108	191.15	7.50–14	215	260	250	8.7	76.	82.25	219.50
8 Cyl. – Ambassador	2587	3456	117	200.15	8.00–14	170	360	327	9.7	82.50	98.50	229.50
STUDEBAKER												
F1 Scotsman 2-door	$1795	2695	116½	202.4	6.40x15	101	152	185.6	7.8-1			
W1 Scotsman 4-door	1874	2735	116½	202.4	6.40x15	101	152	185.6	7.8-1			
O1 " Station Wagon	2055	2865	116½	202.4	6.40x15	101	152	185.6	7.8-1			
F4 Champion 2-door	2189	2780	116½	202.4	6.40x15	101	152	185.6	7.8-1	71.00	60.50	189.00
W4 Champion 4-door	2253	2830	116½	202.4	6.40x15	101	152	185.6	7.8-1	71.00	60.50	189.00
W4 Commander 4-door	2378	3155	116½	202.4	7.50x14	180	260	259	8.3-1	71.00	60.50	189.00

"These CEMCO Trailer Jockeys have been very significant in the reduction of transportation costs . . ."

— from Mr. Smaltz' letter to Freuhauf's branch manager in Atlanta.

"The hand-cranking of landing gear around our place is almost a thing of the past", continues Clyde Smaltz, Director of Transportation, Mansfield Tire & Rubber Company, who operates three CEMCO Trailer Jockeys around several plants and warehouses.

For real savings in intra-plant, cross-city material handling...

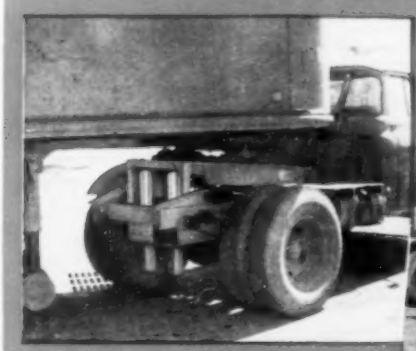
Getting right down to cases, the Mansfield Tire & Rubber Company, Mansfield, Ohio, widely known truck and passenger car tire builder (Mansfield, Pennsylvania, Inland) has been able to save the cost of 24 man-hours daily, as well as the investment in one extra tractor, by using CEMCO Trailer Jockeys. This equipment is used around the clock, and, as Mr. Smaltz states in his letter to a Freuhauf Branch Manager, has been "very significant in the reduction of transportation costs." The first CEMCO, purchased six years ago, has outlived two tractors, is about to be transferred to a new tractor. This satisfactory experience led to the purchase of two additional Trailer Jockeys. Let us help you reduce your costs, too! Rental plan available, if needed.

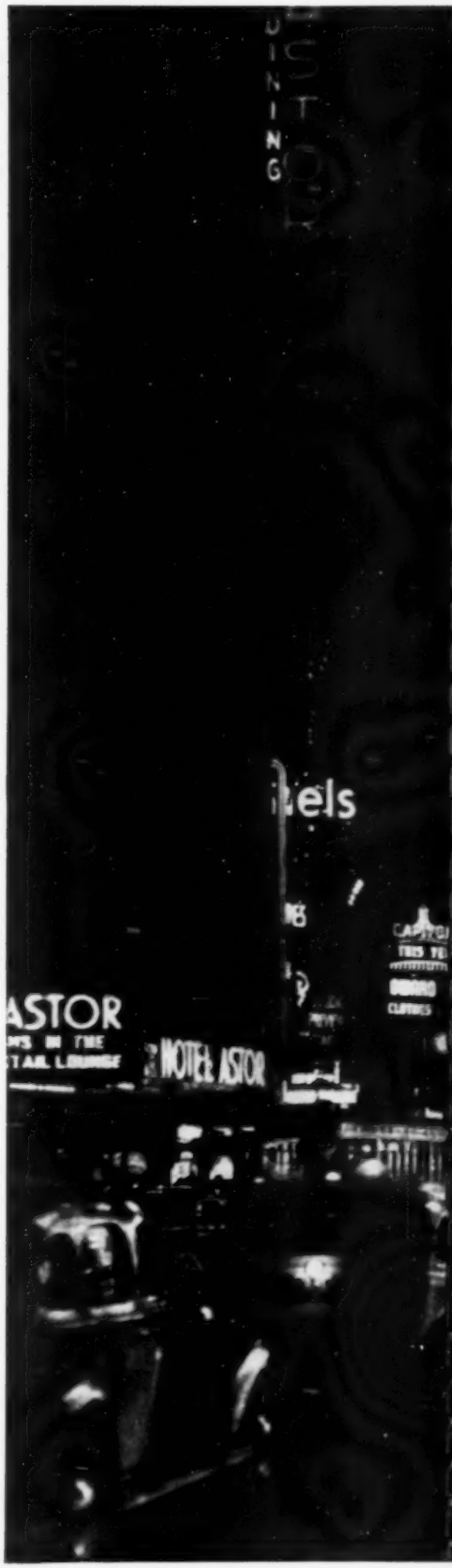
CEMCO INDUSTRIES, INC.
GALION, OHIO

Manufacturers of: Trailer Jockeys, Fifth Wheel Cranes, Mobile Machine Shops, Mobile Lubricating Units, Split-Shaft Power Take-Offs, Hydraul-Lift Tailgates, Dock Ramps.

A small fleet of nine trailers and three CEMCO-equipped tractors is kept busy hauling new tires from Conveyor's end to warehouse — a 1½ mile haul with Trailer Jockey in raised position — and transporting raw materials from plant to plant.

The CEMCO Trailer Jockey, using hydraulic power from PTO, can put its sturdy shoulder under 27,500 pounds of trailer at the kingpin (or, for off the highway application, the heavy-duty unit will handle 60,000 pounds at the kingpin) and greatly speed up the shifting of bodies around a truck terminal, or, accelerate movement of trailers in an intra-plant system such as Mansfield Tire.





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STAINLESS STEEL

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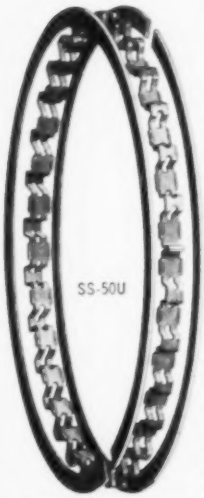

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New features* positively controls oil in late model cars.

Garage mechanic

1,000,000 miles of testing in a Georgia fleet showed us. They were getting 1,500 miles to a quart after 750 hours. We're installing 'em now. Getting big savings because the ring doesn't sludge or clog.

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This ring is amazing. It stops smoking even in our hottest new models.

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Garage mechanic

**Holds its original, built-in tension at engine operating temperature . . . independent of bottom of piston groove . . . positively side-sealing . . . resists sludging and clogging . . . outlives and outperforms carbon steel rings.*

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